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C. D. BRIGHAM, Editor.

F. D. THOMPSON, Business Manager.

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The Pittsburgh Commercial.

VOL. VIII. PITTSBURGH, FRIDAY MORNING, FEBRUARY 10, 1871. NO. 123.

FIRST EDITION.

HARRISBURG.

Proceedings of the Legislature.

Change in Terms of the Supreme Court—The Salary Bill Reported to the Senate as It Passed the House—Another Public Printing Bill—Cost of the Work for the Last Three Years About $350,000.

Special to the Pittsburgh Press.

HARRISBURG, PA., February 9, 1871.

SENATE.

Petitions for Constitutional Reform, Etc.

Numerous petitions for constitutional reform, a local option liquor law and prohibition of intoxicating drinks on election day were presented.

Mr. Graham presented one from the Parentum Teachers' Institute for compulsory education.

Change in Terms of Supreme Court.

Mr. Graham introduced a bill changing the term of the Northern District Supreme Court to the first Monday of October, and the Western District to the third Monday of September, to continue ten weeks if necessary, which is supported by a petition from the Pittsburgh bar.

Miscellaneous.

The Insurance bill was made the special order for next Wednesday of a week.

Mr. Buckalew moved a reconsideration of the vote of yesterday killing the public Printing bill. Carried, and consideration postponed till to-morrow.

The Bituminous Mining bill was made the special order for next Tuesday a week.

Five hundred copies of the Civil Code Commissioners' report were ordered printed.

A bill appropriating fourteen hundred dollars apiece annually for three extra clerks in the Land Department was passed.

The Salary Bill.

The Allegheny county salary bill was reported from the committee as it passed the House.

Afternoon Session—The Public Calendar.

The special order, the public calendar, was taken up. The supplement to the Philadelphia registry law, giving the majority and minority an equal number of return judges, canvassers and inspectors, was passed to a second reading by a party vote, the Democrats voting aye.

The bill providing that where a husband devises his estate to a second wife and she dies intestate, the estate shall be divided also among children by the former wife, passed.

The bill giving the Adjutant General charge of the documents of the Washington military agency was passed.

The bill for the publication of the seventh volume of the transactions of the State Agricultural Society, the cost of the same not to exceed over $2,000, was passed, with an amendment by Mr. White covering the transactions of the Pennsylvania Fruit-Growers' Society and reports of the chemical and experimental farm of Pennsylvania Agricultural College.

Mr. Rutan opposed the bill to the bankrupt. Messrs. Graham and Anderson voted no.

The bill providing for the recording of deeds in Orphans' Courts was passed.

Mr. Rutan called up his bill restoring spring elections throughout the Commonwealth, which was passed finally by a unanimous vote, excluding Philadelphia.

Afternoon Session—The Constitutional Convention Bill Passed to Second Reading.

The House was occupied all the afternoon on the Constitutional Convention bill. The Democrats offering amendments and the Republicans sustaining the bill as heretofore reported. The bill was finally passed to second reading.

The Public Printing—A Correction.

A special to Pittsburgh on the proceedings of Wednesday in the Senate says that Mr. Rutan as voting with the Democrats on every vote on public printing, which is a mistake. He advocated the amendments of Olmsted and White. When these amendments failed, he said the bill as reported by the Committee, he was informed, would save the State forty per cent. on present rates, and this bill left to the Auditor General to fix the rates, and having full confidence in his integrity, he would vote for the bill in the present emergency, but hoped before another letting of the contract a better bill would be passed. The bill has no political significance,both the lowest Republican and Democrats, and members voting indiscriminately. The bill will now probably pass.

HOUSE OF REPRESENTATIVES.

Mr. Strang moved to allow the use of the House to Dr. Merrin Chester, colored, on the evening of the 19th of February, for a lecture, entitled "An evening with royalty." Carried.

Mr. Miller moved the printing of 2,000 copies of the civil code, commissioners' report.

Mr. White opposed, and discussion followed. The resolution was carried.

Increase of Apportionment Committee.

Mr. Ellis, Democrat, moved the increase of apportionment committee to seven. Carried.

The Public Printing.

Mr. Smith, of Philadelphia, introduced a bill regulating the State printing, providing that after July 1st, 1871, the contractor shall do all the printing for the Legislature. Designated certain matter subject to the contract to be made next March with the lowest bidder; extra articles to be paid for by averaging the rates of three publishing houses. Referred.

The Auditor General, in obedience to a legislative resolution, made the following report in relation to the cost of public printing: 1868, printing, $55,709 81; paper, $54,016 60; 1869, printing, $59,290 47; paper, $45,107 85; 1870, printing, $88,920 47; paper, $36,464 46; total, $340,183 43, not including the History of Pennsylvania Volunteers, the expense of which will cost at least five dollars per volume.

FROM OUR CORRESPONDENT

Debate on Public Printing—Wallace Loses a Trick—The Chief Disconcerted—Rutan With the Democrats—Buckalew Against Wallace —Skirmishing on a General Fight—Alderman McMullen in the City, &c., &c.

Special Correspondence of the Pittsburgh Commercial.

HARRISBURG, February 8, 1871.

The debate on the public printing bill was resumed this morning in the Senate. Mr. Davis, of Berks, introduced a bill declaring the lowest qualified bidder at the opening of the last bids, the State Printer for the next three years, the bill to be settled by the Auditor General at the ruling prices in Pittsburgh and Philadelphia.

The move was made by Davis in the interest of Wallace, who is backing Frank McLaughlin for the printing, and should it pass, McLaughlin would be declared the lowest *qualified* bidder over Barr, in whose bond Wallace discovered, or pretended to discover, an objection, and which has since grown more hostile to Wallace and his men, smelled the matter out and went for it with some of his logic. The Republicans, all but a few, voted for it, voted against the move to foist a Democratic printer on the Legislature, notwithstanding the temper of both Houses was well understood to be in favor of the passage of a new bill allowing new bids on a broader basis.

Senator Albright, of Lehigh, went with Buckalew, and on the passage of the bill the vote was lost. Rutan voting with the Democrats. An effort will be made this afternoon to have it reconsidered, but it is not known for certain that they will succeed. This leaves the whole matter open yet. Senator Davis, in his remarks favoring the bill, said that if the joint convention meets and again adjourns without electing Barr, the people of the whole State will ridicule them. Wallace seems considerably taken back in not being able to carry the Senate with him. It is becoming pretty well known that he has a large pecuniary interest in the *Patriot* here, and that John W. Brown and McLaughlin are together in this printing bid, hence the desperate efforts that are being made to cheat Barr out of it. His principal friends in the House, who are not with Wallace's friends, begin to waver, and it is feared if Wallace gets another opportunity he may declare McLaughlin the public printer for the next three years, and trust to the consequences. He appears to be desperate lately in his rulings and decisions. From the present appearance day you may note a new departure between himself and Buckalew. Wallace immediately after the vote was taken adjourned the Senate and when the afternoon session began, called young Dill to the chair and retired with Alderman McMullen.

Alderman Bill McMullen came here this morning and was warmly welcomed by the unterrified. He put up at the Jones House, and filled with two Democrats on each side of him, entrenched with Kennedale.

J. B. Finley, of Kittanning, was to-day appointed Notary Public for that place. PENN.

SOLDIERS' DISCHARGE PAPERS.

The following is a list of discharges of soldiers of the late war on file in the Adjutant Generals Department, at Harrisburg, which may be obtained on application:

Ambrose, William, private, company D, 4th cavalry.

Aurbach, Henry, private, company H, 1st artillery.

Beckman, John H., private, company D, 4th cavalry.

Berry, Conrad, private, company K, 205t P. V.

Bruce, William, corporal, company D, 4th cavalry.

Bluttenberger, Jacob, private, company H, 16th cavalry.

Caldwell, James, private, company D, 4th cavalry.

Croft, David, private, company H, 16th cavalry.

Daily, James F., private, company D, 1st artillery.

Feltenberger, William, private, company A, 205t P. V.

Flshinger, Bart, private, company H, 205t P. V.

Foster, Frederick, private, company B, 99th P. V.

Fry, Henry, private, company D, 4th cavalry.

Fry, Joseph, corporal, company D, 4th cavalry.

Gray, Lewis, private, company D, 4th cavalry.

Gibson, Thompson, sergeant, company H, 78th P. V.

Griffith, Morgan, private, company M, 24 artillery.

Green, Wm., private, company K, 119th P. V.

Hannan, Joseph H., private, company K, 205t P. V.

Hanna, Thomas, commissary sergeant, company D, 4th cavalry.

Hoskinson, John N., private, company D, 4th cavalry.

Johns, Samuel A., private, company G, 205t P. V.

Jones, Oliver, private, company D, 4th cavalry.

Kennedy, John, private, company D, 26th P. V.

Morgan, Geo. P., first sergeant, company D, 1st artillery.

Neff, Joseph, private, company D, 4th cavalry.

Reasoner, John D., private, company H, 16th cavalry.

Reinlander, Peter, corporal, company L, 5th cavalry.

Reed, Samuel, private, Company D, 14th cavalry.

Reeves, Merritt, C., private, company G, 97th P. V.

Riddle, Richard, private, company H, 205t P. V. (three months).

Riddle, Richard, private, company B, 1st battalion, 12th U. S. infantry.

Reynolds, J. A., private, company K, 15th cavalry.

Russell, Frederick, private, company D, 4th cavalry.

Scott, William R., private, company D, 4th cavalry.

Serena, Henry, private, company D, 4th cavalry.

Schoengerst, Henry, private, company H, 56th P. V.

Sherman, Charles W., vet. surgeon, 9th cavalry.

Shomo, Silas B., sergeant, company D, 4th cavalry.

Stewart, James S., private, company H, 11th P. V.

Taylor, Joseph C., corporal, company H, 16th cavalry.

Terrell, Daniel, corporal, company D, 4th cavalry.

Terrell, Moses, private, company D, 4th cavalry.

Werham, George, private, company D, 4th cavalry.

Wright, William, private, company D, 205t P. V.

LOUDONVILLE, O.

Dwelling Burned—Narrow Escape of the Inmates.

Special Dispatch to the Commercial.

LOUDONVILLE, O., February 9, 1871.

The dwelling of William Campbell, near Nashville, O., was burned Tuesday night. The flames spread so rapidly that the family had to jump from the second story, and then walk half a mile to the nearest house in their night clothes. They were unable to save a single article. The citizens subscribed several hundred dollars for their relief.

TITUSVILLE, PA.

Slight Fire—Loss $200.

Special Dispatch to the Commercial.

TITUSVILLE, February 9, 1871.

A fire broke out at three o'clock this afternoon in a small dwelling on Elm street, near Franklin, owned by a teamster named Irwin. The steamer Col. Drake was quickly on the spot, and immediately extinguished the flames. *Loss about* $200.

CONGRESS.

Death of Mr. Covode Announced in the House.

Remarks of Hon. William D. Kelly.

WASHINGTON, D. C., February 9, 1871.

SENATE.

After much discussion, it was agreed that the case of Dr. Miller, Senator elect from Georgia, should be considered on Monday next.

Mr. CHANDLER from the Committee on Commerce, reported without amendment the bill in relation to bridges across the Mississippi river, providing that all railroad bridges below St. Paul, Minneapolis, shall be open on equal terms to the trains of all railroads desiring to use them.

Mr. SHERMAN introduced a bill to promote the construction of the Cincinnati Southern Railroad, giving the company incorporated in Ohio a national charter to construct and maintain a railroad and telegraph line from Cincinnati to Chattanooga, Tennessee. Referred.

The legislative, executive and judicial appropriation bill was taken up, and the amendments reported from the Committee on Appropriations discussed.

At 2:30 the Senate went into executive session, and subsequently adjourned.

HOUSE OF REPRESENTATIVES.

Mr. HOOPER moved to go into Committee of the Whole on the general calendar, in order to reach the bill for the repeal of the income tax, a motion to limit the general debate to one minute having prevailed. The motion to go into committee was negatived, 103 to 107. This vote was regarded as a test question in the House in regard to the repeal of the income tax, and created considerable excitement. Following is the vote in detail:

YEAS—Ames, Archer, Armstrong, Asper, Axtell, Ayer, Bailey, Banks, Benjamin, Bennett, Bethune, Biggs, Bingham, Bowen, Boyd, Brooks, Mass.; Brooks, N. Y.; Buffinton, Butler, Mass.; Butler, Tenn.; Calken, Churchill, Clark, Texas; Clark, Ky.; Cleveland, Cook, Cowles, Cox, Crittion, Darrell, Dawes, Dixon, R. I.; Dockery, Farnsworth, Ferris, Finch, Garfield, Getz, Gillilan, Haight, Haldeman, Hamill, Hamilton, Fla.; Hill, Hoge, Holmes, Hooper, Hotchkiss, Ingersoll, Jenckes, Judd, Julian, Kelley, Kellogg, Conn.; Kerchem, Knapp, Knight, Lynch, Mayham, Moore, Ill.; Moore, N. J.; Morey, Morrissey, Myers, Niblack, O'Neill, O'S., Pierce, Potters, Phelps, Porter, Potter, Price, Randall, Reeves, Rogers, Roots, Sanford, Sargent, Scofield, Sheldon, La.; Shaber, Slocum, Starkweather, Stevenson, Stiles, Stone, Strader, Stronz, Svann, Sypher, Taylor, Trimble, Twitchell, Upson, Van Wyck, Ward, Washburn, Wis.; Washburn, Mass.; Wells, Whiteley, Wood, Young—103.

NAYS—Adams, Allison, Arnell, Atwood, Barry, Beaman, Beatty, Beck, Benton, Blair, Booker, Buck, Burkley, Burchard, Burdett, Burt, Cessna, Cobb, Wm. J. Coburn, Conger, Conger, Cotton, Dickey, Dickson, Dox, Duke, Dyer, Ela, Ferry, Finkelnburg, Fisher, Gibson, Hale, Hawley, Hay, Hays, Hoar, Holman, Jones, Kelsey, N. Y.; Kerr, Lash, Lawrence, Lowe, Lynch, Marshall, Maynard, McCarthy McCormick, McCrearey, McGrew, McNeely, Mercur, Milner, Moore, Ohlo; Morgan, Morphis, Morrill, Mutch, Negley, Orr, Packard, Indiana; Packer, Pennsylvania; Paine, Wisconsin; Palmer, Peck, Platt, Pomeroy, Prindle, Quinton, Ryder, Reed, Sawyer, Schumaker, Shanks, Sheldon, New York; Smith, Ohio; Smith, Oregon; Stevens, Strickes, Stoughton, Strickland, Sweeney, Sherwood, Taff, Tanner, Tillman, Townsend, Tyson, Vandiver, Van Horn, Van Horn, Missouri, Wallace, Weldon, Wheeler, Whitman, Wilkinson, Willard, Williams, Indiana; Wilson, Iowa, Ohio; Wimans, Witchers, Wolf, and Woodward—107.

After some time spent in Committee of the Whole on the naval appropriation bill, the committee rose, and the death of Mr. Covode was announced. Mr. KELLEY, of Pennsylvania, delivered the following eulogy, at the conclusion of which the House, in respect to the deceased, adjourned.

Mr. KELLEY said:—Speaker, we have again been painfully reminded that there is an appointed time to man on earth, and that his continuance in it is vouchsafe away as the cloud. When, on Friday, the 6th of January, he left Washington for a brief visit to Philadelphia and Harrisburg, few of us apprehended have a firmer hold on life or the more assured prospect of a given old age than he had settled by nature. Hon. John Covode. Descending from ancestors on either side whose lives bred him for more than usual length, lotted period, endowed with a robust and muscular frame, and having enjoyed singular immunity from disease, he was happy in the thought that at the expiration of this Congress he was to return to private life and devote his energies to the management of several enterprises in which his interests and feelings were engaged. But it was not so appointed. He was not to return to his place in this Hall, and the execution of his cherished purposes was to be consigned to other hands.

From Pl Radelphia he went with his younger sons to West Chester, Pennsylvania, to replace them in the excellent academy in which they were receiving those educational advantages of which unfortunately circumstances had deprived their father. Accompanied by his wife he proceeded to Harrisburg on the 10th of January. He was in the enjoyment of his usual vigorous health, and passed the evening in cheerful intercourse with friends assembled at the capital from the several quarters of his native State. Expecting to take the early morning train, he retired early, and slept, free from apprehension of the dread calamity, for about three o'clock he was awaked by a severe pain about the heart. What wife and friend of the sleeper would could do for his relief was done; but in less than two hours after the stirring man lost consciousness and while bankers and capitalists were doubtful if the prospects of investing in the war loan about to be issued, the telegraph bulletins announced that John Covode had apprised the Secretary of the Treasury of his purpose to take $50,000 of the forthcoming bonds.

He was a member of the joint Committee on the Conduct of the War. To the labors of this committee he devoted himself with untiring zeal until the 4th of March, 1865, when, having declined a nomination, he retired from Congress. Availing himself of the knowledge Mr. Covode had gained in the course of his quick perception of the motives of men, President Johnson requested him to name a person for observation through the unreconstructed States and report his conclusions and the general facts upon which they were based. But observing the change that had taken place in the views and purposes of the President, he soon returned and submitted a report which was never made public, though the House called upon the President for a copy thereof.

Mr. Covode having refused to be a candidate, the district was represented by a Democrat in the Thirty-eighth and Thirty-ninth Congresses. Yielding to the demands of his party, he however, as the nominee for the Fortieth and was returned by a handsome majority, and was, after a contest, seated by the House, and held a seat in the Forty-first Congress. His influence was not confined to his county or Congressional District. It was felt throughout the State, not only in politics, but in all measures projected for the development of its industrial resources. In 1857 he was appointed to the position in 1869 and conducted the campaign that resulted in the re-election of General Geary. He was also the chairman of the Executive of the Republican State Central Committee.

In connection with these public services he became the owner of the woolen mill in which he had been employed when but a boy. He watched with interest our progress in the manufacture of cloths and labored to promote their diversification and perfection. But his mill did not offer an adequate field for his activity. He took a zealous part in promoting the construction of internal improvements by which the State should be connected with the then opening West, and on the completion of the Pennsylvania canal engaged largely in the business of transportation. He was also a liberal and energetic promoter of the construction of the Philadelphia and Erie Railroad. On the completion of this road to Lockport, where he lived and superintended his mill, he concentrated his stock upon the western sections of the canal, and engaged in forwarding to and from Pittsburgh the rapidly increasing freight moved by the railroad. About this time he also organized the Westmoreland Coal Company, which has developed the immense deposits of gas coal that underlie in such affluence his native hills. By this operation he added to the wealth of every farmer in the county, for the army of stalwart men now earning liberal wages by mining and handling this coal is so numerous that it gives them a steady home market, not only for the cereals, but the minor productions of the farm which will not bear extended transportation.

Mr. Speaker, what I have said is sufficient to show that Mr. Covode was a man of power and a useful citizen. He has long been a member of the Methodist Episcopal Church, was faithful in all the relations of life, and his story may be read with profit by the youth of the country. Born subject to those "twin jailers of the daring heart, low birth and iron fortune," and receiving the benefits of but the smallest opportunities for early culture, he mastered fortune, commanded the confidence of his neighbors and fellow-citizens, and secured for his name an honorable place in his country's history, and by originating and promoting beneficent enterprises wrote it enduringly on the hills and in the homes of his native county. He left a wife and seven children to mourn his sudden death. The results of his provident care surround them, and their sorrow is alleviated by the confident assurance that he who was so fondly devoted to them has entered upon the rewards that are earned by a well-spent life.

NEW HAMBURG.

The Great Railroad Murder.

Sudden Death of the Sleeping—Fire and Water Destroying Together—Robbing the Dead—Drunkards Carrying the Corpses—Peculiar Incidents of the Frightful Affair.

Our New York exchanges come full of particulars in regard to the horrible accident at New Hamburg, on the Hudson River Railroad, about half past ten o'clock on Monday night. The fact that the oil car was ignited when the express train dashed into it is known, as also that the first of the sleeping cars was destroyed then. Of the destruction of this car the Albany *Journal's* account says: Before any move ment could be made toward assisting the passengers in it—about twenty—it was a solid mass of flame. So sudden was the disaster, and so instantaneously did the fire do its work—literally filling the car in a moment—that, when the tumult of the crash had subsided, not a sound was heard proceeding from the furnace of death. So completely did the flames envelope the car, that no part of it could be even seen, in ten minutes every particle of the wood-work was consumed, and all the passengers were dead and crisped by the intensity of the destruction. Many of the bodies were burned to ashes inevitable by the engineer and fireman of the express train, the latter leaping the engine and bolting with him from the engine. The fireman did jump and escaped with a few bruises, but the engineer, it seems, refused, remarking that he "would go through or go down at his post." The noble fellow went down. His body was found in the river, and his face was thrown from the bridge, and his charred remains are among the dead identified in the flame and wreck of the terrible disaster.

FINDING THE VICTIMS.

The *World* says, when daylight revealed the dead began with the first clear light of day. The intense cold made the work very severe. The thermometer stood below zero, and ice was forming rapidly over the surface of the chasm in the ice where the cars had gone down. That rescue of the living and the dead was a sickening, horrible work. Each corpse brought to light, instead of inuring the spectators to the ghastly hideousness of the poor remnants of humanity, increased their painful impressions. Laughing faces filled them with dread of the possible horrors still to be encountered. Mangled by the wreck, mutilated by the fire, their features, where at all preserved, stamped with an ineffaceable expression of agony and terror, many of them found in the ice where those ghastly corpses were things of terror in themselves. The scene presented by the burning of the cars through the ice were still burning, and the hardy villagers, heeding not the flames, fished the dead from the water with levers, crowbars, and beams of all kinds tore away pieces of the framework of the cars to get at the dead bodies beneath.

The dead, as they were extricated, were laid upon the floor of the baggage car, and a fire was kept up near them to thaw out the frozen garments of those upon whom clothing remained, and to enable them to excute the search for means of identification. Most of those found in the wreck of the sleeping cars were in a mass at the lower end, that plunged down deep in the mud and water, and seemed to have been making an effort to get to the door. Those who, when death seized them. Physicians and surgeons were upon the ground in an hour from every people from Poughkeepsie and New Hamburg came promptly to aid by their active kindness in the work. The dead, as they were discovered, were laid upon the noises of the collision and explosions, and the sight of the great fire subsequently was seen for miles around.

ROBBING THE DEAD.

There did not appear to be any one in authority, and the trunks were broken open and pillaged by wholesale. Nor was this all. One of the unfeeling got a book of written sermons, probably belonging to the unfortunate Mr. Kelly, which he was found amid the jeers and laughter of the unfeeling crowd. Articles of female apparel would be pulled out of the trunks, and held up to view in sport, and the bodies themselves were handled in the rough manner as they were so much carrion, and then a rope was passed round them and fastened to the engine, or to the rear to the car, which was some distance off, the rough ends of the ice cutting harsh gashes in the flesh and marking the track with blood, which will account for many of the mutilated condition of the bodies. Frorall accounts the railroad people did all they could to minimize the work of repairing their bridge, and the surviving passengers were left to care for themselves as best they might.

DRUNKARDS AT THE GRAVE.

During Tuesday, all the villagers had been at work on the ice and in the water as long as the light of day lasted, and were nearly frozen. To keep from perishing many of them had resorted to spirituous liquor, and in the evening they were all intoxicated. In carrying the passengers from the trains and from the wreck on the ice, they swore, and shouted at the very brink of the grave.

STRANGE CONDUCT OF THE RAILROAD COMPANY.

A Poughkeepsie dispatch of Tuesday, midnight, to the *Sun* says: The utmost indignation is felt here in Hamburg, here and elsewhere, at the culpable inhumanity manifested by the railroad officials. The accident occurred at about 10:30 last night. At 1 o'clock one old lady was soon afterward taken from the wreck, then, owing to the great heat, nothing further was done until 4 A. M. In the meantime the passengers, men and female, old and young, were left to take care of themselves. Some walked back to New Hamburg station and others built fires and sat in the cheerless police station; others sought shelter in the cars that were not burned. At 4 A. M. gangs of railroad workmen arrived from Poughkeepsie and went to work repairing the track. A conductor coming out, "Passengers getting out there will take these cars," and such of the survivors as cared to leave were hurried away. Citizens of New Hamburg then brought some of the dead to this city. During the day a coroner and undertaker arrived from Poughkeepsie and took charge of the dead, and such effects as were found on them. Superintendent Toomey, who had arrived early in the afternoon, directed the removal of the dead, and all of the bodies at the expense of the company, and this is everything that has been done. The company pay $45.50 Brown Bros. 12.4; A Clark farm, 14.0; Reed farm, 58.5; Steele farm, 27.3; Dalzell farm, 29.0; Mc Mc Mc farm, 14.5; Niagara tract, 190.6; Wm. McCray farm, 14.5; Niagara tract, 190.6; Wm. McCray farm, 14.5; Niagara tract, 190.6; Wm. McCray

The Daily Commercial.

FRIDAY, FEBRUARY 10, 1871.

THE statement of the export of refined petroleum, from the port of Philadelphia, for the month of January, is published elsewhere. The lightness of the shipments for the month is explained by the fact that the Delaware was so heavily blockaded with ice as to prevent shipping for several days.

THE Baltimore and Ohio Railroad Company has filed their application with the Secretary of the Treasury for permission to bond from Baltimore to Cincinnati, and as soon as the bond is executed the transportation of imported goods without appraisement will commence. Upon the completion of the Connellsville Railroad, Pittsburgh might gain a full share of the advantages to accrue from this action, if our Representative in Congress had been intelligent enough merely to have had the name of Pittsburgh inserted in the bill creating interior ports of entry. No other reason than Gen. NEGLEY's neglect can be given for the omission of Pittsburgh from that bill.

OLD and familiar to all is the apologue which sets forth the consequences of a collision between an iron and an earthen pot. Let the advocates of Civil Service Reform keep in mind the "moral" of the fable and take courage. Evidently the politicians and their devoted retainers are resolved to stand by the existing system to the last, and failing to defend it or prevent change by fair and direct means, after the ways of their kind they readily apply means foul and indirect. Their present method is to affect not only approval of reform but great zeal in its accomplishment, and then, sheltered from reproach under this easily assumed disguise, they assail and reject as impracticable every measure proposed for the removal of the nuisance. This sort of tactics dexterously applied may be, doubtless will be successful for awhile, but we fancy that few even of the class of politicians fail to perceive that the while cannot be long. In their unbeautiful though almost childlike trust in the gullibility of the people, some of them may hope to make the system outlast their time. The aged, at least the very aged among them, may not be deceived in this delightful hope. The younger may as well give in at once, as the people are determined to have the reform in which they see more clearly every day that nothing less than the life of our free institutions is involved.

THE NEW HAMBURG IMMOLATION.

There seems to be no question that the immediate cause of the appalling sacrifice of life on the Hudson River Railroad was a broken axle. An oil train, running south, in crossing the bridge over Wappinger's creek, was suddenly checked up, and one of the cars was found directly across the track, upon which the passenger train northward was momentarily expected. A portion of the oil train remained upon the bridge, while the engine and head of the train had passed over. Statements differ as to the time which elapsed between the stoppage of the oil train and the fearful collision which followed. It was not many minutes, however, until the passenger train approached and went crashing into the oil car with a momentum corresponding to a velocity of thirty miles an hour. The whole train is instantly bathed in oil, and the flames flash like lightning sheets to lick it up. One car was doomed to utter destruction, and not a soul escaped. While those passengers who could escape, were fleeing for their lives, those who could not were being burned or suffocated in their prison house, or held a little while in agony until the bridge gave way, only to be crushed, or drowned, or frozen to death in the ice-bound stream. What a scene of horror to the saved! What a realization of agony to those doomed to the sacrifice! The imagination recoils from it, and the heart sickens.

The most favorable view taken of this calamity—favorable for the officers of the road—is that no one can be properly considered responsible for the fearful succession of disasters which followed the breaking of the axle on the oil car, because no opportunity was offered for signalling the express train, and no amount of good management could have averted the conflagration, the sinking of the bridge, and the slaughter which resulted therefrom. Grant all this, and it is not enough. *The axle should not have broken.* Some one is responsible for putting in an inferior axle, or continuing it in use after it had become unsound and dangerous. The "breaking of axles" is a most prolific source of railroad casualties; and, if a proper effort were made, the mechanical skill could certainly be commanded to overcome weak axles. Too little attention has been given to guarding against the manufacture and use of unsound axles. These axles should be tested with the same precision, care and scientific skill which are employed in the examination of boilers, and as much attention should be paid to the quality of the iron of which they are made, as is given to the quality of boiler iron. In addition to this there should be a thorough examination of the axles as the train progresses from point to point, and not the superficial tapping which is too common on many of our roads. Until our railway managers make an effort, at least, to prevent these terrible sacrifices of life by adopting such measures as will secure axles that will not break, they will justly be held morally, if not legally, responsible for the consequences.

As we have said, statements differ as to whether the passenger train could not have been saved. The examination of witnesses before the inquest has only begun, but we are left to infer, from the testimony of the conductor, that his train was so close to the bridge at the time the accident happened to the oil train, as to prevent his being warned of the danger in time to avoid the collision. If so say his train was only forty yards from the bridge when he heard the first signal, and he does not know whether the patent brakes were applied or not. The engineer was lost, but the fireman escaped by jumping from the train. He says that when they approached the bridge an engine was observed upon the track, "but it excited no surprise, nor did it lessen the speed of our train, as it was usual for locomotives to stop at this place to take in water from a tank." In a moment after, signal lights were seen flashing through the darkness, and the fireman leaped from the engine in time to save his life. Now, from this it will be seen that the engineer of the oil train was negligent in not having displayed a signal light from his engine, even supposing that the conductor had not time to send forward a man with a signal on the track, which was his first and immediate duty. Under such circumstances, the safety of scores of lives depends upon the proper use of moments of time. A delay of half a minute may be fatal, and probably was in this case.

There is another aspect of this case worthy of grave consideration. It is said that while Mr. STOAN was President of the road, he had three hundred "roadmen" constantly employed, and stationed within average distance of a mile, whose duty it was to see that no train passed except upon a clear and unobstructed track. He had a system of signals, whereby one roadman could communicate with another, and send the alarm along the track with great rapidity. As a result of this precautionary measure, the President, during the whole period of his management, was enabled to advertise on all his bills, that the road had never caused the death of a passenger. When VANDERBILT assumed control, and when it became necessary to *economize* in order to pay dividends on watered stocks, two-thirds of the roadmen were dismissed and the system was virtually broken up. Limited as was the time for signalling, in this case, it could hardly have failed to have been sufficient under the perfect system which VANDERBILT's false economy had rendered useless. It it shall turn out that this calamity could have been prevented by continuing in force the old admirable system which previously existed, then the company should be made to pay to the living sufferers and to the legal representatives of those who were killed, the very highest measure of damages. Any attempts to save money to the stockholders at such fearful cost as that incurred at New Hamburg, is a crime against the public which cannot be too severely punished. The money saved by dismissing two hundred watchmen will be but a poor compensation to the stockholders, when the cost of this calamity is computed in all its details; and when it becomes the policy of a railway company to lessen rather than increase the means for protecting the lives of their passengers, courts and juries should compel them to pay the fullest damages possible. During the past year, six railway companies in England paid over one million five hundred thousand dollars as compensation for personal injuries, and if the companies here were held to the same strict accountability, we should not have such frequent repetitions of these terrible slaughters.

PERSONS whose business makes it necessary for them to travel much by railroad may with reason dread the coming of winter, the season for the repetition of those frightful catastrophies with which the public is so familiar. People call them horrors, but familiarity breeds contempt, and really there are indications that from their commonness these horrors will before long cease to produce upon the popular mind any impression corresponding to the proper suggestion of the word. Though upon the whole the safest of all modes of travel, the railway *is* subject to certain accidents, *does* expose its patrons to certain perils which in the present state of science and art are inevitable; by which we mean that no degree of care and foresight is sufficient to prevent them. But neither collision nor conflagration is one of them. That such frightful calamities as these which we are so frequently called upon to record, are borne and treated as they are borne and treated by the public, proves beyond controversy that Americans are the most patient or most apathetic people in the world. They quietly put up with all sorts of nuisances and abuses that would be speedily abated and abolished in any other civilized country. One of the worst consequences of this feature of American character is its effect upon certain classes of officials upon whose zeal and efficiency the general comfort and safety are much dependent. Placed in positions of trust and responsibility which exact from them unsleeping attention and vigilance, their great peril is excessive familiarity with their duties, their great temptation is to relax in the watchfulness essential to the safety of the property and life committed to their charge. The public owe it to themselves to reinforce the obligations of such officials by exacting the penalties of negligence. They ought to be taught by more impressive lessons than they have yet received what is the extent of their responsibility. There is no reason to expect the horrors of which we write, to cease among us until, as in other countries, the public shall get over their barbarous and criminal apathy, and prove by acts that their sense of the sacredness of human life is something more substantial than a sentiment to be satisfied with a few words of sympathy or compassion, and then content to slumber, or forget until revived by another horror.

WERE the female advocates of woman-suffrage of the despondent sort, they might well feel discouraged by a recent act of the House of Representatives. Our readers no doubt know, at least some of them may know with what fortitude, energy, persistance and all masculine qualities Messrs.—we mean Mesdames—WOODHULL and BECKER HOOKER have for months been fighting their cause among our legislators in Washington. Among their converts are or have been mentioned several of the most prominent members of the Lower House, while even in the Senatorial ranks more than two distinguished names are spoken of as henceforth to be honored in the assemblies of the ambitious sisterhood. The ladies named above desired very much to argue the subject of their rights on the floor of the House. It is quite uncertain whether they really hoped to convert to their views any of the members, or merely to establish the precedent of a feminine oration in a hall hitherto sacred to male if not always masculine eloquence. Whatever it may be called, it is certain that is the conjecture that the ladies entertained the sly purpose of confounding the opponents and delighting the friends of the cause, by exhibiting a specimen of the eloquence and argument which an emancipated woman is capable of displaying when permitted to lift up her voice among the Representatives of the nation, or even within the walls so often made to resound with their words. Soon after their arrival in Washington the ladies applied for permission to hold a meeting in the House, when so many as fifty-five members were in favor of granting their requestAgain on last Wednesday another attempt was made by their supporters to secure the House for them, when only forty-two of the members voted for the grant. The change is certainly rather discouraging and looks as if reason and eloquence had failed in Washington to produce their legitimate effects. The truth seems to be that the two reformers have hardly had fair play in Washington. Instead of having to encounter only their natural and outspoken enemies, the males, they have been met in opposition by a large and influential body of the very class whom they are laboring to deliver from chains and slavery. A number of the most important ladies on Capital Hill, determined not to be emancipated, seem to have exerted themselves to counteract the efforts of the champions of their rights.

THE COMMERCIAL, of the 9th instant, contained a paragraph giving the complaint of the Hedgesville, Md., people that the Baltimore and Ohio Railroad has discriminated against them in freight rates. We doubted whether the complaint was well founded, and now are enabled to state that it was not, our authority being a letter from G. R. Blanchard, General Freight Agent of the road, to the Baltimore *American*. The complaint was that while freight is transported from Baltimore to Chicago at 55 cents per 100 pounds, the citizens of Berkeley county are charged 40 cents from Baltimore to Martinsburg, and 42 cents to North Mountain, to which latter charge, it is stated, 10 cents per 100 pounds is added for commissions, making the rate to that point 52 cents, or but three cents per hundred pounds less than Chicago. Mr. Blanchard says that fifty-five cents from Chicago to Baltimore is on fourth class freights by the car load, first class freights being 130 cents per 100 pounds, and the freights of the complainants are of this class. The charges of the freight agent at North Mountain include compensation, not only for his services as agent of the company, but as commission, forwarding and warehouse agent. The ten cents charge is only small, single packages, and in no case does his charge exceed three dollars ($3) on car loads, or one and a half (1½) cents per 100 pounds upon car loads of 20,000 pounds. In respect to the assertion that 27 cents per bushel is charged as freight on wheat to Baltimore, Mr. Blanchard says the rate for the 197 miles by rail is now, and has been for four (4) years, thirty (30) cents per 100 pounds, or eighteen (18) cents per bushel, which applies to bulk grain in car loads, or grain in sacks, whether in large or small quantities. These statements set the railroad company right in the matter, and we gladly give place to them, as illustrative of the policy of the road to carry goods at low, uniform rates of freight.

IRON boats for the Ohio river have finally come into competition with wooden ones, and of course have won the day. Captain Boardman, of Cincinnati, has just completed an iron steamboat, the John T. Moore, and on Monday she was ready to take her first cargo for New Orleans and Red river. Having an iron hull, divided into eleven water-tight compartments, which makes it practically impossible to sink her, she is entitled to an abatement of rates of insurance on her cargo according to the diminished risk. But the masters of wooden boats did not fancy this just discrimination against them, and so brought their combined influence to bear on the Cincinnati insurance company, by a threat to withdraw their hull risks if they insured on the iron Moore for less than the wooden rate. The home companies yielded, but some of the agents of foreign companies gave Captain Boardman reduced rates of insurance and he was enabled to lessen his freight rates accordingly. This is one significant fact for Pittsburgh river men to consider. Another of equal import is that the friends of Captain Pittsfield, the builder of Boardman's iron boat, have in contemplation the formation of a joint stock company, with $500,000 capital, in Cincinnati, for the purpose of building iron hulls. A number of prominent steamboat builders have already signified their intention of becoming shareholders in the enterprise. There is an immense advantage in being first ready to build the iron hoats, which will soon be the only kind used on the Western rivers. Shall Cincinnati get ahead of Pittsburgh, in what should be our own field?

A LETTER from Silver City, Grand county, New Mexico, tells of a new filibustering scheme for the invasion of Mexican territory and the erection of Sonora and Chihuahua into the "Pacific Republic." The schemers propose, after securing these States, to annex Sinaloa and Lower California. It is intimated that the project of the Texas International Railroad through Chihuahua and Sonora to Guaymas, on the Pacific coast, is a mask for the filibustering enterprise. The scheme is declared to have the support of parties in California, Texas and Chicago, as well as other parties in Mexico, and that a company of five hundred filibusters, in the guise of railroad laborers and miners, are to leave Chicago for the theater of operations early next spring. Sufficient from elsewhere to make up a force of 2,500 men is expected. Many of the Silver City miners intend to join the expedition, and assistance is expected from discontented Texans.

COLORADO rejoices in being warm during most of the days in winter, and finds an explanation for this happy fact in the warm trade winds of the Pacific, that come straight from the equator and the East Indies, and rush over the Rocky Mountains so rapidly—in twenty-four hours—that the eternal snow cannot cool them. Such occasional cold days as Colorado has it attributes to the cold winds out of the Mackenzie and Hudson's Bay regions, but they are not strong enough to effect much.

THERE appeared in the obituary columns of the *Public Ledger* last week notices of the deaths of thirteen persons, seven women and six men, who had lived to or beyond the age of eighty years, to wit: Rev. Thos. H. Skinner, aged 81; Peter Frew, 81; Mary E. Jones, 82; Eli D. Peirce, 82; Mary A. Bentley, 84; Anthony Jones, 84; Mary Hause, 84; Margaret Ward, 85; Hugh McCleary, 85; John Freeland, 86; Sarah Neff, 87; Jane Murphey, 90; and Rhoda Sabins, 96.

GENERAL AND PARTICULAR.

In Forsyth, Mo., a few days since, two men quarrying rock broke open a stone of considerable size, of a limestone formation known as cotton rock, and in the middle of the rock there was a small pocket filled with black ants, which, on being warmed, waked up, and finding themselves free from their dark prison, moved off in search of a more pleasant home. What makes it the more remarkable is, there were no means of egress or ingress, nor any signs of ever having been since the formation of the rock.

Mistakes in the address of letters coming to the Aurora postoffices, in Illinois and Indiana, are of such common occurrence that the postmasters of these places find it necessary to change letter lists each week.

A block of ice taken from the slough near French Island, Mississippi river, surpasses any moss agate. The ice itself is the pure crystal, but presents much the appearance of a crystalized aquarium, filled with every variety of fish, moss, leaves, etc., that could be collected in this vicinity. In it can be counted five distinct species of small fish that had congealed in various shapes, and six kinds of moss and grasses, all looking fresh and bright.

The London *Musical World* has a New York letter saying: "A committee of gentlemen has been formed in the United States for the purpose of establishing an Italian opera on the same complete scale as the London establishments, for New York, Boston, Philadelphia and Chicago. Their operations are likely to extend to London. One gentleman, a 'dry goods dealer,' has contributed $50,000 as his share, for a guarantee; four other leading men of the town have promised liberal contributions."

The other morning, in an attic room six by ten feet in size, of a New York tenement house, the dead body of Mary Hurley, a woman over seventy years old, was found on a pile of rags. It presented a fearfully emaciated appearance, and the only clothing the old creature had was a thin and tattered calico dress. Although she had died of cold and starvation, the Coroner found in her room $79 in money and $2,000 in certificates of deposit.

The Buffalo Gas Light Company is about to drill for gas in that city.

While on Ocean Island the wrecked party of the Saginaw were limited to rations of one potato and two ounces of bread daily. They obtained seal, turtle and goneys, however, sufficient to sustain life.

Wilmington, Delaware has just built and furnished an iron steamship at a cost of $120,000, supplying all the materials and outfit, except a compass and the life preservers, from its own establishments.

For a city of its size—it has at present a population of about 80,000—Frankfort-on-the-Main is said to be the wealthiest in the world. Over a hundred of its citizens (merchants and bankers) are reputed to be worth more than $6,000,000 each.

In a Massachusetts town a careful housewife was rejoiced at getting a lot of nice looking towels at ten cents a piece. When she got home she washed them, in order to get the sizing out, and succeeded admirably; but unfortunately the pulp of the paper of which they were made washed out and her bargain didn't please her so well.

A little girl in Gotham went out to make a visit, and was very reluctant to go home at the time her mother had told her to. If she could only stay a hundred thousand million minutes, she said. But when an older person told her that it would take one hundred and ninety thousand years to extend her visit thus, she wouldn't wait.

PHILADELPHIA BOARD OF TRADE.

Its Statistics of Pennsylvania's Production of Iron, Coal and Petroleum for 1870.

The annual meeting of the above named organization was held on Monday. The annual report, in reference to the fact that not only the war, but the commercial navies of the world, will hereafter be constructed of iron, asserts that Philadelphia possesses peculiar facilities for this trade, and should prepare to take advantage of them. The city's imports and exports do not differ materially from last year, the imports being $14,962,871, and the exports $16,694,478. The manufactures of the year, amounting to $251,660,921, are contrasted with this. The production of iron in Pennsylvania in 1870 is given as follows, as a very near approximation:

	Tons of 2,000 lbs.
Anthracite pig iron	600,000
Raw bituminous coal and coke pig iron	280,000
Charcoal pig iron	60,000
	1,020,000
Against in 1869	872,000
Increase	158,000
Other rolled iron	256,000
Rails	320,000
In 1869	180,000
Increase	40,000

Coal shows an increase in the production of anthracite of nearly 2,000,000 tons. The amounts are nearly as follows:

	Tons.
Anthracite, reported as carried by the five great lines	14,626,334
Schuylkill anthracite	811,286
Bituminous	6,405,461
Total	21,843,125

The statistics of gross products of crude petroleum are not yet accessible. The export has been:

	1870. Gallons.	1869. Gallons.
From New York	46,195,974 against	62,926,040
From Philadelphia	48,966,696 against	35,757,745
Other ports	3,481,577	
Total export	108,631,161 against	102,589,581

producing exchange for not less than $35,000,000.

THE newspapers can rarely be accused of entertaining "old fogy" notions, yet about the most antiquated idea we have seen for a long time comes from the New Orleans *Commercial Bulletin* of the 4th inst. It declares:

"The simple fact is that railroads are profitable only in densely populated countries. It is passengers and valuable parcels that make them paying investments, not the carriage of bulky freights of low priced commodities. Military business during the war, high prices since and railroads costing nothing, as they were built and equipped by public plunder, have enabled them to divert trade from the navigable streams of the West. The reaction has begun and, with normal prices and railroads left to their own resources to renew tracks and equipments, water carriage will assert its supremacy. Five years hence people will be amazed to think how visionary they have been, when they read that the great Pacific Railroad has ceased to be used for hundreds of miles, that the rails are rusting, the ties rotting and the track is covered with brambles, bushes and prairie grass, which it will be."

The *Bulletin* overlooks a few facts that controvert its assigned cause for its imagined calamities. It forgets that it is just those railroads and parts of railroads that carry coal and iron, and the bulkiest, low-priced commodities at uniform rates, that have been most profitable. It neglects to give weight to the important consideration that railroads generally help to make countries densely populated. The *Bulletin* advances its remarks in support of the river interest, which it would have supreme. The river interest needs to be saved from such an advocate. If all devote themselves to building up the greatness of this vast Mississippi Valley by increasing its population and developing its resources, there will be ample employment and sufficient profits for all the steamboats and all the railroads. The interests are not antagonistic. A railroad man who does anything to cripple the river interests cuts his throat upon his own property. And a river man who would prevent the progress of railroads is behind the age and unjust to himself. We would not have these two great interests fighting each other, but helping our rivals in a trade great enough for both, and ready to promote the common interest by mutual concessions.

HON. W. W. GRIFFITH, member from Toledo, has introduced a resolution into the Ohio House of Representatives setting forth that in 1829 the States of Ohio and Indiana entered into an agreement, by which, after its final completion, that portion of the Wabash and Erie water-way which includes the canals of Indiana should, at the expense of Indiana solely, forever be kept in good navigable condition. The resolution goes on to recite that the Indiana portion of the canal has been conveyed to a trustee for the use of the interest of bondholders of said State, and that the canal is now leased to a private company, by whom it is being operated and managed without, as it is believed, Indiana exercising any official oversight or control in such management. And, furthermore, that portion of the canal lying between Terre Haute and the Ohio river, at Evansville, has been abandoned entirely, and likewise for some distance above Terre Haute. And that the present condition of the canal between Terre Haute and the Ohio Indiana line is believed to be such that its tolls are insufficient to keep it in good navigable order; it appears from the terms of the contract between the two States and the company, that the company is not bound to make advances for the support and maintenance of the canal, nor liable for damages sustained by third parties by reason of the company's inability to sustain the same out of the revenues. The cracker to this whip is in the conclusion of the resolution that the whole matter being of deep concern to the people of Ohio, Indiana is respectfully but imperatively called upon by the General Assembly of Ohio to forthwith make such reparation for this unpardonable violation of her obligations to the latter State, or else to be ready for the consequences of a vigorous application of the rules of comity.

The Ohio people think they can sustain these statements, and if the Legislature shall pass the resolutions, a law suit, at least, with Indiana is probable, and it will be an important one, involving several million dollars. While Ohio is going into this business, it might well for somebody in the Pennsylvania Legislature to look up the conditions of the contract between this State and Ohio, for the building and maintenance of the Pennsylvania and Ohio canal. It might be they could find good cause for another great lawsuit.

A letter from Florida gives a charming description of midwinter in that State. Says the writer: "A walk of two hundred yards brings me to the sheltered edge of a swamp bordering the field, where, during all this time, I have, when inclined, gathered blue violets by the handful, that grow wild and bloom in healthy luxuriance. Here and there the garden is dotted with the purple flowers of the common phlox that springs from the scattered seeds of last year's growth. In a neighbor's garden, across the street, a bed of verbenas, blooming in the open air, and for ten days past the wild jessamine has been hanging its yellow bells on the shrubs and bushes of favored and protected nooks. Nor are the flowers entirely alone. Bluebirds flit about the garden, and half a dozen different mocking-birds make the place vocal from morning to night, careless and careless and happy. And when with this presence of flowers and singing of birds, the rosy blushes of a gorgeous sunset are mirrored in the still glassy surface of the river, until it looks as flushed and warm as the summer air that bathes the landscape, it is not difficult to forget that this is the month of January, and that at this moment the boreal blasts up north may be driving an army of snowflakes before them, large enough to envelop the whole northern belt of the temperate zone from Oregon to Maine, and cold enough to chill and paralyze, for a little while, that restless element of commerce and travel that has made the steamer, the railroad and the telegraph the indispensable nerves and arteries of its life."

ALMOST in a day the American people have awakened to the value of narrow gauge railroads, in developing many parts of the country that could not incur the expense of building railroads of the ordinary gauge. The public mind is eager to get whatever will tend to further enlightenment upon this new and important subject. One of the most practical efforts to promote enterprises of this nature is a bill introduced by Mr. Emerson into the Michigan Senate, and now pending there. A friend has furnished the COMMERCIAL with a copy of this bill, and any one desiring to do so can examine it at this office.

ENGLAND has prospered by the war, and the manufacturers are the only people contented with the actual state of things. German and French competition has vanished. The tremendous waste of the war compels both countries to get supplies from England, and the trade in cotton coarse woolens, arms, powder, munitions of all kinds, railway rolling-stock, &c., is very active. But with the money for these things comes the scorn from Germany and the hatred from France, and some day England may confess in sorrow that her bargains of to-day were dearly bought.

"TEMPLE OF HONOR: TURMOIL."

A Full, Clear Statement.

To Whom it May Concern:

The present unsettledness of the Order of the Temple of Honor has it was having been destroyed by the acts of a few reckless, self designing men, whose object was the accomplishment of an end, regardless of the means used, or the results likely to follow their acts. The growth of the order, its success, its harmony of action and the wide spread reputation as a great institution it had recently attained, held no place in the minds of a few conspirators who had resolved upon carrying out a pre-arranged plan of action, even though they had to sacrifice the Order to accomplish their unholy purposes.

The partial success they have attained, and the means used in its procurement, rendered it absolutely necessary for the call of the March Chunk convention, where True Templars could meet and deliberate on the means best adapted to promote our future usefulness, and to guard against a total annihilation of our beloved order.

In order that all may be thoroughly conversant with the unlawful acts of which we complain, a brief sketch is here given from the annual proceeding of the Grand Temple in Harrisburg to the meeting of the 19th of November:

During the past Temple year, when the order was doing a work unsurpassed in its history in this or any other State, the G. W. H. Secretary printed fifteen dollars' worth of ode cards. In this printing no injury was done to the order, or to any individual member thereof; but the law of the Supreme Council provided that that body should have the exclusive right to print all the work of the order. This law was violated in the printing of these odes (thoughtlessly so), and when attention was called to it the printing was immediately stopped, and the balance of the odes on hand given to the Supreme Council. Other Grand Templars and even subordinate Temples had printed these ode cards. It was not supposed the question would be received. As the warning had been given—the warning had been heeded. A bitter personal feeling existed against the G. W. H. Secretary on the part of members of the Supreme Council, in Philadelphia and elsewhere, because he had the energy and the enterprise to publish the *Templar's Record*. The publication of which paper came in contest with the magazine published by the Supreme Council; therefore, these individuals, in violation of their obligations as Select Templars, counselled together and framed a charge against the G. W. H. This charge was kept a profound secret—known only to the four persons engaged in it—but especial pains were taken to have it circulated throughout Philadelphia and Pittsburgh that serious offenses would be brought against the G. W. H., and money was offered to be staked that he could not be re-elected. At the session of the Grand Temple this charge was brought in in most aggravating character—making it appear that some great crime had been committed. This was done to operate against the nomination and election of the G. W. H. The brother who was instrumental in having the charge brought was a candidate for the same office. The charge was disposed of, reprimand given, the election held, and O. I. Search was elected G. W. H. by an overwhelming majority. The unconfidence of the conspirators was terrible to witness. Every feeling of brotherhood—every sentiment of our fraternal obligation was obliterated from their hearts, and mad and insane persecution prompted their actions. An appeal was taken to the Supreme Council on a technical point of law—that the report of the committee should have been acted on at the same meeting. This was a constitutional law, but not by-law. The only constitutional law bearing on the point distinctly states that the report of the committee could be acted on at the same meeting when presented, provided a two-thirds vote present. The parties were all present and no objection was made until after they were defeated. The case was tried before the Supreme Court. This body publishes the Magazine, with the M. W. H. as managing editor and publisher. A majority of the officers of that body were the first business in order. The M. W. H., in his report, made several charges against the G. W. H. of Pennsylvania—among which were, selling work of the Order to private individuals, and writing letters, while connected with the Magazine, calculated to injure it. These charges, together with the false representations there made, were well calculated to produce the desired effect, and hence the report of the committee, overlooking the constitutional provision, settling the question under the by-law, and referring the case back to the Grand Temple of Pennsylvania. On the question being asked as to the standing of O. I. Search, G. W. R., the M. W. Templar decided that his case could not be the decision which says: "No officer shall be permitted to occupy his chair while under charges." Here was one point gained. They had got the G. W. R. under charge again for an offense for which he had been tried and punished. The next point was to hold him there until the call of an overwhelming majority of the Grand Temple of Pennsylvania. It was moved that a change in the Constitution by so altering it to prevent an election until the next annual meeting. This was adopted by the Supreme Council. The G. W. T. and Potter and others were under the impression that the office had been declared vacant, for they at once so declared, and made public the assertion, and hence the necessity of the amendment to the Constitution to prevent his election. The G. W. R. accepted the position as being under charge, and declined to act until the Grand Temple could settle the difficulty. The G. W. T. was urged to call a meeting of his deputies to advise him in the appointment of a person to take charge of the business of the office pending the settlement of the case. This he declined to do. The G. W. R. refused to surrender up everything in connection with the office to any one appointed, and render all assistance in the due performance of the duties, so as to prevent delay or confusion, but that he could not allow the books and documents to be removed from the established office of the G. W. R. until the Grand Temple should have had the right to hold them. The G. W. T., without authority of law demanded the surrender of everything, and declared that his unwarranted act by the action of the Supreme Council was that the office could not remain in its present location. This might have been a secret understanding to get possession of the property, but it was not the action of the Supreme Council. At this time there was no necessity for a difficulty. There was really no necessity for the appointment of a G. W. R., had the G. W. T. had the desire for an amicable settlement of the case. In fact there was no vacancy and no possession to be forced

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FINANCE AND TRADE

THURSDAY EVENING, February 9, 1871.

The supply of loanable means in this market seemed more plentiful to-day, and was acceptible to borrowers in good standing. This was reported of two or three of our banks. But generally bankers say that money is rather on the close order, and the slow increase of deposits keeps them down to a narrow line of discounts.

It will be seen by an advertisement of the Treasury Department in this paper that the secretary of the Treasury will be ready, on and after March 6, to receive subscriptions for the funded loans of the United States.

Three classes of bonds are offered, all at par in gold or in five-twenty bonds, as follows:

Amount.	Length.	Interest.
500,000,000	10 years.	6 per cent.
300,000,000	15 years.	4½ per cent.
700,000,000	30 years.	4 per cent.

The interest on these bonds will be paid quarterly in coin at the office of any Assistant Treasurer, at the choice of the subscriber; the bonds are free from all taxation, and they will be paid at maturity in coin.

Messrs. Ira B. McVay & Co. report the following quotations of Government bonds in New York to-day, as furnished them by Jay Cooke & Co., their correspondents:

	Morning.	Noon.	Close'g.
U. S. Bonds of 1881	113½	113½	113¾
U. S. Bonds of 1882	111¼	111¼	111¾
U. S. Bonds of 1864	110½	110½	110¾
U. S. Bonds of 1865	110½	110½	110¾
U. S. Bonds of 1865 (new)	109½	109½	109¾
U. S. Bonds of 1867	109½	109½	109¾
U. S. Bonds of 1868	109½	109½	109¾
10-40s	109½	109½	110
Gold	111¼	111	111¼

James T. Brady & Co., corner of Fourth avenue and Wood street, quote United States securities in New York to-day as follows:

Gold	111¼
United States 6s of 1881	113¾
United States 5-20s of 1862	111¾
United States 5-20s of 1864	110¾
United States 5-20s of 1865	110¾
United States 10-40s	110
United States 5-20s, January and July, 1865	109¾
United States 5-20s, January and July, 1867	109¾
United States 5-20s, January and July, 1868	109¾
Union Pacific Railroad	79¾
Central Pacific Railroad	90
Currency Pacific	111¾

—There was slight improvement in railroad stocks at the New York Exchange to-day. The improvement was due in a great measure to the announcement that the bill reported by the Ways and Means Committee in Congress would do away with the tax on the earnings and dividends of railway corporations. The best prices were generally maintained to the close. The large purchases made yesterday for Ohio and Mississippi are alleged to be for the parties who procured the recent injunction, started some animation; but, while the general list became strong and prices rose nearly three-quarters per cent., the activity was only spasmodic and intermittent.

The earnings of the Toledo, Wabash and Western Railroad for the month of December, 1870, were $387,264 59, an increase over the same month of last year of $89,676 64.

—The following table, made up from dispatches received at J. W. Kennedy's Stock Rooms, Apollo building, No. 80 Fourth avenue, shows the prices of Railway Stocks, Gold, etc., at Board sessions of the New York Stock Exchange during the day:

February 9, 1871.	10:30 A. M.	11:30 A. M.	12:30 P. M.	1:30 P. M.	2:30 P. M.
C. & H.	95¾	95¾	95¾	95¾	95¾
Do. Scrip	93¼	93¼	93¼	93¼	93¼
Erie	21¾	21¾	21¾	21¾	22¼
Reading	98¼	98¼	98¼	98¼	98¾
Harlem	124¼		124¼	124¼	124¼
Mich. Cent					
Lake Shore	93¼	94	93¾	93¾	94
Illinois Cen					
Cleve. & Pitts	103	103	103	103	103
C. & N. W	75	75	75	75	75
Do. pref	84¼	84¼	84¼	84¼	84¼
Rock Island	106¾	106¾	106¾	106¾	106¾
St. Paul	36¾	36¾	37	37	36¾
Do. pref	74¾	74¾	74¾	74¾	74¾
Tol. & Wabash		52¼		52¼	
Do. pref					
Fort Wayne	94¾	94¾	94¾	94¾	95
Ohio & Miss	35¾	35¾	35¾	35¾	35¾
Chic. & Alton		116¾		116¾	
Do. pref					
R. I. & Erie		10¾			
N. J. Central		93¾			
Canton		72¾			
W. U. Tel		96¼		96¼	
Quicksilver		11			
Pacific Mail	43¼	43¼	43¼	43¼	43¼
Adams Ex		67¾		67¾	
Wells F. Ex		58		58	
American Ex		44¾		44	
U. S. Ex		63		63	
Gold	111¼	111¼	111¼	111¼	111¼

A comparison between yesterday's and to-day's quotations shows the following changes:

	Bid.	Ask.	Inv.	Dec.
Central & Hudson	93½	93¾	¼	
Do. Scrip	88¾	90	1¾	
Erie	21¾	21¾	¼	
Reading	98¼	98½	¼	
Lake Shore	93¾	93¾		¼
Cleveland & Pittsburgh	102¾	103	¼	
Chicago & Northwestern	75	7		
Do. preferred	84¾	84¾	¼	
Rock Island	106¾	106¾	¼	
St. Paul	36¾	37	¼	
Do. preferred	74¾	74¾	¼	
Toledo & Wabash	52¼	52¾	¼	
Do. preferred	76	76		
Fort Wayne	94½	95	¼	
Ohio and Mississippi	35¾	35¾		
Pacific Mail	43	43¼	¼	
Adams Express	67¾	67¾		¼
Gold	111¼	111¼		

—Messrs. Bowen & Fox, brokers and members of the Philadelphia Stock Exchange, furnish the following quotations of the closing prices to-day of the most active stocks:

Pennsylvania Central	69¾
Philadelphia and Erie	21¾
Lehigh Navigation	34½
Catawissa preferred	34¾
Oil Creek and Allegheny Railroad	46¾
Lehigh Valley Railroad	59¾
North Pennsylvania Railroad	49¾
Camden and Amboy Railroad	116½
Schuylkill Navigation	17¾
Reading	49¾

—A telegram from Trenton, N. J., to the Philadelphia *Evening Bulletin* yesterday says: The project of the lease of the Camden and Amboy Railroad and its unions, to the Pennsylvania Railroad Company is progressing, and by the end of the week your correspondent will be enabled to give the many readers of the *Bulletin* a succinct and correct account of its status, the obstacles in the way of its accomplishment and the causes of the same.

—JAMES W. KNOWDEN, Broker, No. 89 Fourth avenue, (Apollo Building), dealer in Government, State and Municipal Bonds; Railroad, Bank, Insurance and Miscellaneous Stocks. Represented daily at the New York Stock Exchange, he buys and sells stocks on a margin for the same commission and on the same terms as the New York brokers. Money to loan in sums of $500 and upwards on collateral or well indorsed promissory notes, or on mortgages on city or Allegheny county real estate.

PRODUCE AND GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL, } THURSDAY, February 9, 1871. }

REMARKS—The weather is pleasant and spring-like, and the principal business streets give evidence that they already begin to anticipate the coming heavy spring trade. Whatever there has been heavier or better selected stocks than are now on hand, and with the small margin of profit demanded by dealers, the excellence of the goods and wares, and the accommodating terms at which they will be disposed of it is no wonder that country retail dealers go no further than Pittsburgh to secure their supplies. It is well, therefore, that our merchants are preparing to meet the anticipated spring trade. Grain is coming in freely and prices are weak, with an evident tendency to lower figures. The principal articles of provisions are firm and unchanged in price, with a fair trade for the season reported. The produce and local markets continue to be well supplied.

Below are the wholesale prices unless otherwise noted:

APPLE BUTTER—The market is well supplied. We note sales 1 gal. bucket at $10 50 ₱ doz; ₱ gallon 60@70c.

ASHES—The market contains a in fair supply. Sales soda ash, common, 4¾ per cent., 3¼c; refined, 56 per cent., 3½@4c; potash, 6@7½c; pearls, 9@9½c ₱ lb.

APPLES—The current prices were $4 00@4 50 ₱ bbl. choice selected $5 00 in bbl. Receipts 600 bbls.

BUTTER—The market contains a fair supply, the receipts being 41 packages; sales are regularly made at the following figures: Strictly prime lots 30@32c; choice lots 28@30c; common to medium 20@25c.

BAR LEAD—Sales in small lots at 10½c ₱ lb.

BROOM CORN—Supply liberal, sales at 5@8½c ₱ lb.

BRANS—Small bags ₱ 100 lbs $1 00; others as per quality, $1 75.

BEESWAX—Market firm; sales at 33@34c ₱ lb.

BAKING POWDER—Banner 8-lb cans, ₱ doz, $1 75; ½-lb cans, $3 25; 1-lb cans, $6; 5-lb cans, $30.

BUCKWHEAT FLOUR—The supply is heavy, and prices unchanged; sales at $2 25@2 50 ₱ cwt.

BACON AND HAMS—Is reported a firm market and a good trade demand at quotations which are as follows: Shoulders plain, 10c; 16@c; sugar cured, 11@12c. Sides, ribbed, 13½c; clear do, 13½c. Breakfast bacon, 16½c. Hams, plain, 16c; sugar cured, 17c. Mess pork, $23@23 50 ₱ bbl. Dried beef, 19c. Lard—Cincago prime steam, 12c; Cincinnati kettle rendered, 13½@14c Chicago and Cincinnati cash, No. 1 winter strained lard oil, 90 ₱ gallon, 1c. 16.

CHEESE—Demand fair and trade active. We quote: Western Reserve at 14@14½c; Ohio Factory 15@15½c; Ohio Dairies 13c; New York Factory 16@16½c; Goshen 18c ₱ lb.

CORN MEAL—Market well supplied; sales at 90@95c ₱ bushel.

CIDER—Sales at $7, 8c@9 50 ₱ bbl.

CONCENTRATED LYE—Pennsylvania $6@6 50; Philadelphia $6 75.

CARBON OIL—Sales standard brands at 22@23c by car load. Supply small.

CEMENT—Sales of Louisville hydraulic at $3@3 50 ₱ barrel. Phœnix hydraulic $5 50@5 75 ₱ barrel.

CANDLES—Supply fair; demand active; 7's, full weight, 9c; short weight, 11c; stearine 18@19c ₱ lb. trade demand. The extreme ranges of prices are $10 $18 per barrel, the latter for Sackett's Hello berries.

COAL—The supply in the market was sufficient for all ordinary purposes. We note sales at Eastern anthracite at $6@6 50 ₱ ton.

DRIED FRUIT—The market is about "played out," still we are reported sales in a small way at 10@c.

DRIED FRUIT—We are reported sales at the following: Quarters 9@9½c; choice halves, 12@13c; peeled, 18@19c. Dried apples plenty and dull at 7c for bright, and 6c for sliced. Dried blackberries, 19@13c; pitted cherries 20c per ₱; unpitted 6c. Tame.

EGGS—Are more plentiful, and prices lower; fresh sell at 25@26c ₱ dozen; packed, 18@20c.

FRENCH PRUNES—We are reported sales currants at 11@11½c ₱ lb; prunes 11½@12c; Valencia raisins 15c@15½c; layer raisins $2 75 per box.

FEATHERS—There was a fair demand, and sales regularly made as follows: Live geese feathers No 1 to the trade 80c ₱ lb; 2 do 70c; 3 do 60c; 4 do 50c; 5 do 40c; 6 do 30c; 7 do 20c; 8 do 15c; 9 do 10c; 10 do 5c; mixed 35c; all white, 90c; good 75c.

FLOUR—Receipts since our last foot up 1,843 bbls. Prices are unchanged, at quotations as follows: Choice white wheat, in bbls, 7 50@7 75; sacks 25c less; good brands white wheat, $7 25 in sacks 25c less; choice Minnesota brands in bbls, bags 25c less; choice Minnesota brands in sacks, $7 25; choice Minnesota brands in barrels $7 50. Mill rates: National, (white wheat) in barrels $7 00; in sacks 60 c. Pan Handle, (Southern amber) in barrels $7 00, in sacks $6 90; Morning Glory, in barrels $6 80, in sacks $6 50; Palmetto, in barrels, $6 50, in sacks $6 75.

GRAIN—The market since our last has undergone no particular change as relates to prices or demands. The receipts were not large since our last. The following lots were received: Oats 325 sacks, rye 108 sacks, barley 1,102 sacks, wheat 1,062 sacks, corn 325 sacks. We can report sales at the following: Wheat —red winter $1 35@1 40; white $1 45@1 50 ₱ bush. The mills are purchasing sparingly, not being disposed to pay the present rates. Oats—Market steady, with purchasers for all good lots that were offered at current prices, 47@48c on wheat and from depot, 48@48c from store. Oats at the present figures are considered by some a good investment. Corn—Ear is scarce and wanted although the demand was confined principally to small lots; ear is quoted in a jobbing way at 60@65c; shelled dull; prices unchanged ranged from 65@66c. Rye—Market firm, but not active; we continue to quote sales at 90@95c, with a light stock to operate with. Barley dull, with more sellers than buyers; spring quoted at 80@85c; all 90@95c per bushel.

GROCERIES—Trade continues active at unchanged prices. The stocks on hand are ample, and are daily being added to. We quote:

Raw Sugars—Choice 11¾c; prime 11¼c; good 10c; fair 9¾c. Porto Rico, fair, 10½c. Choice 11c; good 10¾c.

Refined Sugars—Hards 15c; A coffee 14c; B coffee 13¾c; extra C 13¾c; C yellow 13½@13¾c; Demerara, boxes, white, 13½c ₱ lb.

Syrups—In light demand; white honey 75c; silver drips 60c; extra honey 70c; lower grade 40 to 50c.

New Orleans Molasses—Good 65c; prime 70c; choice 75c.

Coffees—Strictly prime 19¼c; prime 18¾c; good 16¾@17c; fair 15½@15¾c; roasted in papers 22c.

Teas—Fancy Young Hyson $1 80; prime $1 25; fair $1 00; lower grades down to 75c. G. P. Gunpowder, $1 40; good $1 25; fair $1 10; Imperial fancy $1 40; good $1 25; fair $1 00. Oolong fancy $1 25; good 90c; fair 80c; Souchong fancy $1 30; good 90c; fair 70@80c; Japan fancy $1 00; good 90c; fair 75c.

Spices—Grain pepper 21c. Pimento 12c. Cloves 20c. Cassia 60c.

Rice—Sales of choice Carolina at 9¼c; prime 8¾c.

HAY—Receipts of hay by river, rail and wagon are increasing, and prices though not quotably lower and weak. Baled hay brings $14@16 50 ton; wagon, $12@14@16.

HIDES—Regular sales at 8@8½c per lb.

HOMINY—We are noted sales in a regular way at $6 25 for pearl; common $5 25@5 50 ₱ bbl.

HONEY—Sales at 30@35c ₱ lb.

HIDES—Green salted (all weights) 10½@11½c; green butchers (mostly steers) 7@7½c; cured 9@9½c; calf 14@16; do calf 16@18. Dry Flint nominal at 20@22.

HAIR—Sales of new crop at 40@42c ₱ lb.

HOPS—Market well supplied; sales of Cleveland white at 22@25. Eastern $1 25 ₱ bbl.

LARD OIL—We are reported sales at the following: Pittsburgh No. 1 $1 12; No. 2 $0 85@95c. Cincinnati and Chicago winter strained $1 13 ₱ gallon.

MILL FEED—For some days past there has been a fair demand, and we are reported regular sales as follows: Middlings $21 25 ₱ cwt.

POULTRY—We quote as follows: Dressed chickens 12@13c ₱ lb; turkeys 17@18c ₱ lb.

POTATOES—The supply is fully up to the demand; sales from first hands at $1 15@1 20 ₱ bush; store $1 25@1 30.

PEANUTS—Supply and demand fair; sales at 6@8c for new Tennessee.

ROYAL BAKING POWDER.—We are reported sales as follows: Small cans $1 50; 5-lb cans $6 00; 10-lb cans $11 00.

SEEDS—The season for seeds is approaching, and there is a good demand. Timothy seed at $5 50@6 00; flaxseed $2 25@2 50; clover $6 50@7 00.

SAPOLIO—We are quoted sales at $5 50 per half gross.

SOAP—Babbitt's, 11c; Oakley's, 10½c; chemical olive, 8c; rosin, No. 1, 6c ₱ lb.

SODA—Sales in kegs 6c; boxes, assorted papers 8c; sal soda 3½c ₱ lb.

TALLOW—We are noted sales of city refined at 8¾@8¾c ₱ lb.

TURNIPS—Supply in excess of the demand; sales by the bbl, at $2 00; bushel at 60@75c.

WOODENWARE—Following are wholesale prices per dozen: Pails, $1 75@2; three-hoop, $2 50@2 75; 2 hoops, $1 75@2; No. 3, 2 hoops, $1 40@1 50; No. 2, 2 hoops, $1 50; No. 3, 2 hoops, $1 75@2; No. 1, 2 hoops, $2 50@3; tubs, No. 1, 3 hoops, $11 00; No. 2, 2 hoops, $9 50; No. 3, 2 hoops, $8 50. Washboards, $3 00@3 60.

WILLOWS—The market contains a good supply, with an active inquiry; we are noted sales of Kentucky Willows at $5 ₱ M.

WHISKY—The market is weak, with a downward tendency. We quote: Wholesale dealers in Pittsburgh refined spec. proof rectified $1 08; rye and corn $1 05@1 10 ₱ gallon; old Monongahela whisky $1 08 ₱ gallon, as to age.

PITTSBURGH OIL TRADE.

OFFICE OF THE PITTSBURGH COMMERCIAL, } FRIDAY, February 10, 1871. }

REMARKS—The market yesterday was firm for both crude and refined; holders were not disposed to accept the figures that were current the day previous. The market, however, is dull, and sales were restricted, as buyers were not disposed to pay the rates that were demanded. The quotations and sales were:

CRUDE.

The market was a strong one both here and on the Creek. We quote as follows: Spot, 12c; February to July 11½@11¾c; July to Dec 11½@11¾; all July, 12@12¼c; S O all year 11c; B O all year, 13½c.

SALES:

1,000 bbls spot ..... 12 c
1,000 bbls till February 15 ..... 12 c
1,000 bbls S O, all year ..... 11 c

REFINED.

The market was reported very firm; we give quotations as follows: Spot 24¾c; February 25c; March 25½c; April 26c; May 26½c. Choice to fancy option till July 26½c.

COOPERAGE—Oil barrels—Market firm. We quote barrels on spot, at shop or depot at $1 70, and delivered at from $1 73 to $1 76, according to the hauling distance.

[Western Union Telegraph Line.]

TITUSVILLE, February 9.—*The Herald* says: The market yesterday advanced both on upper and lower roads. The following are the reported

SALES.

1,500 bbls on upper road, regardless $4 69
1,000 bbls on upper road, regardless 4 59
500 bbls on upper road, regardless 4 57½
5,000 bbls on lower road, 30 days 4 90
1,500 bbls on lower road, regardless 4 86
500 bbls on lower road, regardless 4 80

NEW YORK, February 9, closing of the S.—Market firmer. Crude in bulk 15c bid with few sellers at this price, and only small lots sold. Refined for spot, with 1,000 bbls sold for February reported at 26c, and 1,000 bbls in each month from February to June at 27c. Sales in a jobbing way of 5 gallons at 28½@29½. Philadelphia delivery: Prices are strong, with a moderate inquiry. Crude 24½c; refined, 30c bid; 25c asking; sales 3,000 bbls for early delivery on private terms.

TITUSVILLE, February 9.—Market firmer, at sales have been made on upper creek at $4 69@4 65.

PETROLEUM CENTRE, February 9.—Market strong and advancing; sales at $4 80, but now holding at $4 90@5 00.

OIL CITY, February 9.—Market quiet but firm; holding $5 on for 47 gravity on lower creek, and $5 10@5 25 on 48 Oil City.

PHILADELPHIA, February 9.—Market quiet and steady at 25c for Ritchmond. Shipments for week to March 1 on 25½c; B O first six months 26½c. Crude 13½c.

[By Pacific and Atlantic Line.]

ROUSEVILLE, February 9.—Market excited; regardless worth $4 80@4 85; gravity $5 09. No sales heard of yet.

PHILADELPHIA, February 9.—*Crude* 13½c. Refined —February 24¾@25c; March 25c@25½c; April 25½c; March to May 25½@25¾c. Market very firm.

NEW YORK, February 9.—Bulk crude quiet and a shade firmer at 15c. Refined steady at 28c.

PLEASANTVILLE, February 9.—Market quiet at 24¾.

PETROLEUM CENTRE, February 9.—Market quiet and firm; bidding $4 75 to $4 80; holders asking $5 00. Six cars sold at $5 00.

TITUSVILLE, February 9.—Market very firm but nominal at $5 00 to 4 6.

TIDIOUTE, February 9.—Market firm, with an unchanged demand; gravity would bring $4 70 to-day.

PHILADELPHIA, February 9, 5 P. M.—Crude 13¼c; refined, February 24½c; March 25@25½c; April 25½@26c; May 25½c; May and June 26c.

NEW YORK, February 9, 3 P. M.—Market for bulk crude quiet and steady at 15c; sales made not reported. Refined quiet and steady at 25½@26c. No sales reported.

Crude Oil Received by River.

The City Gauger reports having guaged the following number of barrels of crude oil arriving since the late opening of navigation on the Allegheny River:

	Bbls.		Bbls.
Thomas O'Reilly	662	M. Goldinger	2,811
Total	3,573		

Shipments of Refined Oil East via A. V. R. R., W. Pa. R. R. and Pa. R. R.

	Bbls.		Bbls.
Elkins Bly & Co.	250	Elkins & Baldwin	150
Boldshin & Co. to Waring King & Co.	46	bbls.	
Elkins, Bly & Co. to Waring, King & Co.	150	bbls.	
Total shipments			346 bbls.

Total Shipments of Oil Eastward via A. V. R. R. and W. P. R. R.

ALLEGHENY JUNCTION, PA., February 9, 1871.

Citizens Oil Co. 45 bbls refined to Tack, Bros & Co, Philadelphia.

W M McKelvy & Co, 250 bbls refined to Logan, Bros & Co, Philadelphia.

Standard Oil Company, 190 bbls refined to Warden, Frew & Co, Philadelphia.

Wormser, Myers & Co., 200 bbls refined to Logan Bros, Philadelphia.

Fawcett, Logan & Co, 200 bbls to Logan Bros & Co, Philadelphia.

Total shipments for day, 985 bbls 1,315

Crude Oil Received by Allegheny Valley R. R.

Thos Chess to H W C Tweddle, 320 bbls. J Weller to Elkins, Bly & Co, 71 bbls. O S Goldrick to Citizens Oil Works, 40 bbls. Thos Hackett to Sunbeam Oil Works, 50 bbls.

Crude Oil Received by Rail and River.

	Bbls.		Bbls.
H W C Tweddle	250	Elkins, Bly & Co	770
Citizens Oil Works	382	Sunbeam Oil Works	222
P. E. Asbury	76		
Total	1,096		

Exports of Refined Petroleum from Philadelphia During January.

The following statement of the export of refined petroleum from the port of Philadelphia to foreign ports during the month of January, 1871, is furnished by F. T. Loes, of the custom service:

Foreign Ports.	Gallons.	Value.
London, England	120,053	$ 28,813
Cork, Ireland	82,529	190,462
Gibraltar	162,948	23,258
Barbadoes, British West Indies	20,000	2,775
Demerara, British West Indies	2,625	620
Jamaica, British West Indies	1,969	329
Ponce, Porto Rico	1,560	417
St. Johns, Porto Rico	2,000	520
Bremen, North Germany	454,410	102,109
Antwerp, Belgium	826,662	189,197
Total	2,392,925	$537,832

COPPER MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, } FRIDAY, February 10, 1871. }

The following are the current rates in this market:

	₱ lb net cash.
Braziers' Copper, over 12 lb sheets, for 1 lb to square foot	32c
Braziers' Copper, for 16 oz and over 12 oz. do	30c
All sheet Copper, 12 oz per square foot, and under	28c
Circles Copper, less than 84 inches diam	35c
Circles Copper, 84 inches diam and over	38c
Segment and Pattern Sheets	35c
Sheathing Copper, (14 by 18 inches) over 12 oz. do	30c
Bolt Copper	32c
Locomotive Fire Box Sheets	32c
Copper Bottoms	30c
Copper Bottoms, O'Neill's Patent	40c
Copper Bottoms, Hazelton's Patent	37c
Polished Copper, flats, to stamp for boilers	37@38c
Polished Copper, sheathing size	35@36c

WHITE LEAD, PUTTY, ETC.

OFFICE OF THE PITTSBURGH COMMERCIAL, } FRIDAY, February 10, 1871. }

The following are the current quotations;

Pure in lots of 2,000 lbs in oil	12½c
Pure in lots of 500 lbs in oil	13 c
Fancy brands from	7 @11 c
White dry (strictly pure) in kegs	11½c
Orange mineral	14 @14½c
Pure red lead	10½@11 c
Painters' red lead	9½@10 c
Litharge	10 @10½c
Selected zinc, ground in oil	11 c
Vieille Montagne Co.'s French zinc	14 c
Pure paint, ground in oil	8 @11 c
Putty	4½@ 5½c

TIN PLATES, ETC.

OFFICE OF THE PITTSBURGH COMMERCIAL, } FRIDAY, February 10, 1871. }

The prices of tin plates, according to brands, are as follows:

I C, 10x14, charcoal	$11 25
I X, 10x14, charcoal	14 25
I C, 12x12, charcoal	11 25
I X, 12x12, charcoal	14 25
I C, 14x20, charcoal	12 25
I X, 14x20, charcoal	15 25
I C, 14x20, lended	10 75
I X, 14x20, lended	13 75
Tin	7 @8 c

EAST LIBERTY LIVE STOCK MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, } EAST LIBERTY, THURSDAY, February 9, 1871. }

CATTLE.—The arrivals of cattle this week are light. There is a fair attendance of buyers, and stock is selling readily, bringing prices from 15 to 25c in advance of last week's figures. On last Friday and Saturday, owing to unfavorable advices regarding the Buffalo and other Eastern markets, our buyers refused to purchase, unless at prices much below what had been the ruling figures during the week; consequently very little was done in the cattle business on Friday; and on Saturday, it was almost impossible to give quotations; so the market closed with not the best of prospects for the present week. But the run, as stated, proving light, with a more than average number of buyers, cattle have sold steadily all week. The poorer lots for which much cattle are bought this week are principally New York and Philadelphia, a greater number being bought this far, for the New York market. This market for some time past has been very poorly supplied with stock cattle. This, no doubt, is owing to the fact that at Chicago, which is the principal source of supply of stock cattle for this market, they are scarce, and farmers and buyers plenty. Consequently shippers cannot buy at prices to stand shipping. There was some buyers for this sort of cattle here this week, but the majority went home unable to make satisfactory purchases. The run of good cattle promises to be heavy this spring. In the eastern section of the west comes the good news that corn is plenty and farmers are feeding an unusual number of cattle, which promises to be of excellent quality, and unless shippers are very deceiving we will have on the market this spring some of the best cattle ever offered in any market.

Below find quotations and sales for the week ending We dnesday, February 7, 1871: Extra 6 20 to 1,500 steer, $6 10@6 50; good to prime, 1,100 to 1,200, $5 25@6 00; common to medium, 900 to 1,100, $5 00@5 60; bulls, stags and cows, 800 to 1,500, $4 00@5 00; stock steers, 800 to 1,000, $4 50@5 25.

HOGS.—The arrivals of hogs this week are light, and there is a steady demand for all arriving. The prices have advanced slowly and steadily since Monday to time of writing (Wednesday evening), and a good bunch of choice Philadelphia grades sold yesterday to-night from $8 25 to $8 30. The run has mostly been of medium hogs, very few choice hogs arriving, and that class being mostly in demand to-day. York hogs are not quite so long in the advance being most perceptible on prime hogs. The indications at the time of writing are that the run will not be heavy the balance of the week, and that the present prices will be maintained until the run comes heavy. In addition to pretty generally concur in saying that the heavy runs for this season are over, and most of the hogs marketed after the present time are in the hands of feeders and well-to-do farmers, who are not compelled to sell the stock to pay debts. Under all these circumstances the runs will be more regular, and depend greatly on the market. Extra Philadelphia, $8 25; good to prime, Philadelphia, 225 to 250, $8 10; good to prime, New York, 190 to 200 average, $7 75; rough to common, 150 to 200, $7 25; light stock hogs, not quotable.

SHEEP.—The receipts of sheep this week are fair. On Tuesday the run was light, and on Wednesday rather heavy. The sales for the week have been a fair run. The quality of the sheep is not as good as last week, and are selling slow to-day, though most all are sold. Buyers from the East bought liberally this week, and this week's purchases by droves remain over unsold. Prices remain about the same as last week, there being many sheep of indifferent change. Below find prices and sales: Good to prime, 8½ to 9c lbs, $4 31½@5 50; decent to fair, 7½ to 8c lbs, $4 25@4 50; common to inferior, 7c lbs, $3 50@4 00; foot rot and scallawags, by the head, $1 25@1 50.

CATTLE.

SMITH & WATSON SOLD TO

	No.	Weight.	Price.
Clemens & Aull	19	22,310	$ 6 75
J. Sweeney & Aull	9	9,300	6 75
J. Smith	1	cow on foot.	50 00
M. & S. Moses	18	20,010	5 50

HOGS.

Yonter & B	32	9,270	7 85
Wm. Newport	29	10,760	7 70
A. W. Gillett	28	8,140	7 75
J. Kyerhiller	21	6,240	7 60
A. W. Gillett	21	5,500	7 75
Scott, Logan & Co	37	10,810	7 85
Vetter & B	7	2,150	8 30
E. Smith	9	1,490	7 80

SHEEP.

J. Pearce	99	13,500	7 00
J. Pearce	100	6,942	5 25
J. Pearce	104	6,661	5 00
J. Lloyd	101	14,070	5 00
J. Lloyd	1	9 head.	5 00
J. Pearce	113	9,350	5 00
J. Pearce	98	13,810	5 00
J. Pearce	208	27,320	6 25
C. Crawford	100	8,360	5 00
H. Eriman	158	12,760	5 00
E. H. Davis	80	8,960	5 00
E. H. Davis	80	8,960	5 00

CATTLE.

JAMES MCCAULEY SOLD TO

R. Maynes	3	3,630	6 25
Zimmerman	3	3,240	5 50
W. Kelley	4	4,340	5 50
Smith	1	1,310	6 00
Colwood	2	2,060	6 00
J. Lorry	2	2,160	6 12
Lenardbugh	2	2,300	6 00
J. Beckart	2	2,440	6 00
Colwood	2	1,760	6 25
Weaver	9	10,080	6 25
Weaver	9	8,370	5 00

HOGS.

Wm. Newport	29	10,060	7 70
A. W. Newport	30	10,130	7 80
J. Reynthaler	21	10,050	7 90
J. Reynthaler	21	11,470	7 85
Piddock & Co	73	12,570	7 85
J. Reynthaler	87	10,860	7 90
Wm. Newport	88	10,710	7 80
J. Reynthaler	20	10,050	7 90
A. W. Gillett	145	20,090	7 80
Vetter & Brainard	73	7,490	8 15
Vetter & Brainard	205	24,200	8 20

SHEEP.

J. Pearce	188	16,820	5 75
J. Pearce	200	16,130	4 87
Piddock & Co	142	11,460	4 65

CATTLE.

HOLMES, LAFFERTY & CO. SOLD TO

McAuley	20	19,260	6 75
Wm. Kelley	23	20,500	6 75
McArdle	15	17,350	6 00
McArdle	17	17,330	6 00
J. Moses	1	1,720	5 50
Kleman & Aull	3	3,460	4 00
Kliman & Aull	3	4,080	4 00
Bull	1	2,000	4 00
McArdle	17	17,000 @ 10 per cwt.	
W. Thompson	18	19,130 @ 12 per cwt.	
W. Kelley	15	18,100	6 00
W. Kelley	1	1,210	6 00
Cole	5	5,080	6 25
Cole	3	3,140	6 00
N. S. Evans	12	9,780	6 00
N. S. Evans	13	10,940	6 00
S. Moses	17	21,670	6 75
J. McCauley	6	6,870	5 00

HOGS.

J. Reynthaler	44	11,900	7 80
Voetter & Brainard	70	8,400	7 90
J. McCall	10	2,440	7 75
A. W. Gillett	30	11,060	7 90
E. Smith	83	13,210	7 75
E. Smith	93	11,340	7 85
J. Reynthaler	25	6,350	8 00
J. Reynthaler	89	12,000	7 85
J. Reynthaler	99	11,660	7 85
J. Reynthaler	19	2,280	7 85
J. Reynthaler	58	7,250	7 85
Spring & Co	124	22,550	7 90
Voetter & B	98	20,400	7 90
Voetter & B	53	13,910	7 90
Imhoff & Co	53	13,910	7 90
W. Hedges	110	23,060	7 80
F. Davis	113	21,990	7 85
A. W. Gillett	72	11,240	7 60
A. W. Gillett	75	12,270	7 60

THE VERY LATEST.

WASHINGTON.

No News From the Tennessee.

Many Rumors Afloat—The Navy Department Hopeful—The Alarm Still Great—An Unsuccessful Effort in the House to Get at the Income Tax Repeal Bill—Little Hope for the Success of the Measure, &c., &c.

Nothing Yet Heard from the Tennessee.

The President has responded to inquiries that there is no truth in the stories floating about that the Tennessee has met with a disaster, but admits that it is somewhat singular that she has not been heard from through any source. Another story afoot to-night is that Admiral Lee, who is to succeed Admiral Commission at Samana Bay, has been heard from as late as February 4th, and that up to that time nothing had been seen or heard of the Commission or ship. The officials at the Navy Department do not appear to share in the general apprehension as to the safety of the steamer. They state that she is one of the safest vessels in the navy, and that the stories as to her being in a bad condition on starting out are utterly without foundation. Gen. Barlow is also, who has made the trip himself, is of the opinion that it need be no cause for alarm if the ship is not heard of for some time, as the fact of the irregularity of communication between the point of destination and this country. However that may be, the general alarm is very great, and nothing will now quiet the fears of the public here except information as to the safe arrival of the vessel.

Struggle in the House Over the Income Tax Repeal.

As expected, Mr. Dawes, immediately after the reading of the Journal in the House, arose to move to go into the Committee of the Whole on the state of Union, the object being to get at his report from the Committee of Ways and Means in favor of the repeal of the income tax. Pending the resolution he moved that all general debate in committee be closed in one minute. There were on the general calendar in the Committee eighteen bills to be disposed of, either by action on them or by laying them aside before the income tax measure could be reached, and the object of the second motion was to prevent debate on any of these to hinder consideration of the repeal of the income tax. The yeas and nays were demanded on each motion, and the limiting debate was carried in the affirmative by a strong vote. The next question on going into committee called out the largest vote of the session, and it was thus the largest of this Congress—163 yeas to 107 nays. The secret of the refusal to go into committee was the fear of those interested in the tariff on coal and on salt that by some device these tariffs would be repealed or so modified in connection with the repeal of the income tax, and no doubt a majority of the House would have been made. Mr McCarthy, of Syracuse, New York, who voted in the Committee of Ways and Means in favor of the repeal of the income tax, worked nobly and voted boldly against going into committee of the whole, and when the vote was announced was applauded by his friends with undisguised glee, in which breach of order he was joined by several other members. Mr. Hooper was present, but made no further attempt to accomplish what he failed in doing. The reason why the attempt is made to accomplish the result by going into Committee of the Whole and trying to get up Mr. Cooper's bill is to avoid the responsibility to the Senate bill, but because that is buried under a higher pile of bills on the Speaker's table, and cannot be got at except by a two-thirds vote, whereas Mr. Hooper's measure can be reached by a majority of votes. There is, however, it is now conceded, scarcely a chance that if the House gets to a square vote on the question of the total repeal of the tax, it will be carried. Pending the vote on Mr. Hooper's motion, Mr. Dawes was sworn in as a member of Congress from Georgia. He brought a certificate in regular form from the Governor of Georgia, and although the Democrats generally voted to oppose his admission, their record in favor of the sufficiency of certificates was so recent that they had to smother their chagrin and accept the new member.

WASHINGTON, D. C., February 9, 1871.

THE TENNESSEE.

The Washington *Chronicle* has the following double-leaded at the head of its editorial columns this morning, and is understood as expressing the opinion of Secretary Boutwell and Admiral Rowan, first:

"We dislike to raise groundless fears, but there is no use in concealing the fact that uneasiness is felt in regard to the safety of the United States steamer Tennessee, which left on the 20th ultimo with the United States Commissioners bound for San Domingo. That some accident has occurred there can be no doubt; but we trust that whatever it may be, its ill effects will be confined simply to delay in the voyage of the vessel, and that she has escaped the perils of the deep."

The Navy Department has received the following dispatch from the telegraph operator at Havana this day: "I cannot trace the report of the loss of the Tennessee to any reliable source, and believe it to be an idle hoax. Our papers have not attended to the rumors. Key West reports that no data to the disastrous news has been received there of the Tennessee in naval or other circles."

HARRISBURG.

Letter from Our Correspondent.

Text of Mr. Graham's Supreme Court Bill—Legislative Jottings—Death Warrant Signed, &c., &c.

special Correspondence of the Pittsburgh Commercial.

HARRISBURG, February 9, 1871.

HOUSE PROCEEDINGS.

The House was occupied this morning during the entire session in discussing the repeal of an act passed last winter, providing for the election of a constable in the borough of Easton. Small game to go after. The afternoon session was wasted by a "heavy" member from Lehigh county making a speech in defense of the Democratic party, which he stated that the people had got so "accustomed to taxation that they felt like the old woman who had skinned her eel so often that it got used to it." The eloquent gentleman was frequently interrupted by bursts of laughter at his ridiculous allusions and bad grammar.

BILLS REPORTED IN THE SENATE.

In the Senate this morning quite a number of bills of local interest were reported from committees, among which were two from Allegheny for bill as committed and as it passed the House. It is not probable that the Senate will amend the bill in any particular, as it is understood now that it is the best that can be had. The gentlemen now holding office will enjoy their little fat offices until the end of their terms.

FIGHTING FOR THE SPOILS.

The act allowing the treasurers of Pittsburgh and Allegheny to collect the State taxes for 1871 has brought quite a number of our citizens here. Mr. Denniston, the County Treasurer, was here last week, and when he left it was thought that he had fixed things. Mr. Coulter, the City Treasurer, is here now, and he has fixed things too. As these gentlemen are fighting to secure to themselves the Ring's share of the spoils, the people feel but little interest and don't care much which wins.

THE INSURANCE LAW.

The general insurance law has been set aside for general discussion next Wednesday week. The bill is a very lengthy one, and has stirred up the entire insurance fraternity of the State. Some favor it, while the great mass oppose it. Should the Legislature should pass some stringent act protecting the people from the imposition of the numerous mushroom companies springing up all over the State, and being imported from other States, there is no doubt, and we hope that the present Legislature will pass some good law affording that protection that the circumstances demand, although it might hurt some agents.

THE WILKINSBURG BOROUGH BILL.

Our venerable friend, James Kelley, of Wilkinsburg, is here to protect his interests in the proposed incorporation of the borough of Wilkinsburg. As this gentleman owns some 400 acres of land valued at $5,000 an acre, which is included within the limits of the proposed borough, he is now appealing to the members to defeat the bill, and says he has got several members pledged against the measure. The bill will pass, as it should do.

APPOINTMENT BY THE GOVERNOR.

J. D. Ramsey was this day appointed aid de camp by his Excellency, the Governor, on his staff, with the rank of Major.

DEATH WARRANT SIGNED.

The Governor this day signed the death warrant of Lloyd Britton, for the murder of Jacob Baz, of Lycoming county. He is to be hanged at Williamsport, on Wednesday, March 29d.

APPOINTMENT OF CORONER FOR PHILADELPHIA.

J. G. L. Brown was to-day appointed Coroner of Philadelphia, *vice* Dr. Taylor, deceased. There were thirty-seven applications for this office. If Philadelphia had a fee bill she, too, would have advocated by the COMMERCIAL, there would not be such a scramble for this office.

CHANGE IN SESSIONS OF THE SUPREME COURT.

Senator Graham introduced to-day the following bill:

An act changing the term of the Supreme Court for the Western and Northern Districts.

SECTION 1. *Be it enacted*, &c.: That the regular term of the Supreme Court for the Western District of this Commonwealth shall commence for the year 1871, and annually thereafter, on the third Monday of September, and shall continue not less than ten weeks, if so long a time be necessary for the hearing of causes ready for argument, and the disposition of the business of the district.

SEC. 10. That the regular term of said Court for the Northern District shall commence for the present year, and for each year hereafter, on the first Monday of September.

This bill is sustained by a petition signed by all the members of the Pittsburgh bar, for the following reasons: Under existing laws the Supreme Court for the Western District sits at Pittsburgh, on the third Monday of October. The legal term of the court is eight weeks, but the docket is so large the Judges require several weeks before the meeting in Philadelphia in January to prepare opinions, they have often to remain in session for five or six weeks only, the consequence is that business has fallen behind hand. At the fall term for 1870 a great number of cases from Allegheny county were unheard, the same thing occurring at the last term.

THE CREDIT MOBILIER CASE.

Judge Pearson yesterday filed his decision in the case of the Commonwealth vs. the Credit Mobilier of of America, overruling the motion for a new trial. The verdict was for $66,500. The counsel for the Commonwealth remitted $26,477 30, and judgment was entered for the Commonwealth for $610,291 65.

PITT.

GREAT FIRE AT TIOGA, PA.

Nearly the Entire Village Destroyed—Forty Buildings, Including a Bank, two Churches and two Hotels Destroyed—Loss About $150,000—Insurance, $50,000.

ELMIRA, N. Y., February 9.—A great fire occurred at Tioga, Pa., at an early hour this morning, which spread very rapidly and raged with great fury until nearly the entire village was destroyed, including one bank, two churches, two hotels, and a large number of stores and residences. It is estimated the loss will reach $150,000, the whole insurance is about $50,000. Among others, are the following: Baldwin & Co., two stores and stock valued at $25,000; insured $12,000; Joseph Fish, store and stock, $6,000; P. S. Lulle, store and stock, $9,000; H. E. Smith & Son, store and stock, $8,000; H. H. Bordin, store and stock, $7,500; Wick & Parr, store and stock, $2,000; H. W. Caulkins, $4,000; Seymour & Henry, $4,000; A. C. & J. S. Bush, $6,000; Hadden & Co., $2,000; E. C. Smither's hotel, $4,000; Paul Krazer, $2,500; Van Campen & Place, $2,000; E. C. Fish, $2,000; Prutsman & Humphrey, $1,000; Methodist Church, $40,000; Episcopal Church, $8,000; Frank Adams, $2,000; F. E. Smith's law office, $2,000; Johnston & Lowell, $1,000; Ward & Maunard, $1,000, and E. C. Fish, $2,000.

RAILWAYS.

THE CINCINNATI SOUTHERN RAILWAY.

CINCINNATI, February 9.—Friends, of the Cincinnati Southern Railroad, having failed in every attempt to procure a charter from the Kentucky Legislature, are fully determined on asking Congressional actions. Advices from Kentucky state that the people in the districts to be benefited will strongly advocate such a course. The bill introduced by Senator Sherman to-day, authorizing the trustees to procure the right of way to build and work the road, establishes it as a post and military road.

Alabama Claims

HIGH COMMISSION AGREED ON

Correspondence Between Secretary Fish and Minister Thornton—The President Nominates Five Commissioners—Debate in Executive Session—No Conclusion Reached.

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 9, 1871.

The President's message covering the correspondence with regard to the recent negotiations for the settlement of the open questions between England and this country, was sent to the Senate about half-past two o'clock. The Senate immediately went into executive session, and the doors were not opened for nearly three hours. The discussion was of a desultory nature, consisting in large part of suggestions and explanations of the items of the new agreement. There was no exhibition of determined opposition, but doubts were expressed of the validity of some of the conditions of the stipulations. One of the points debated was whether the President had a constitutional right to appoint a commission without authority of Congress first granted, and numerous precedents were cited of the appointment of similar commissions upon authorization by statute or joint resolution of Congress. Another point suggested was that the terms of the convention gave England too much latitude in regard to claims to be presented by her subjects. Not only claims incident to the rebellion and the fishery complications might be considered, but also questions of British subjects on account of depredations during the rebellion, and even those on account of alleged losses by investments in Confederate bonds. There was also some talk on the question whether or not the Commissioners, in face of the law forbidding the appointment of a Senator to any office created in the term of his Senatorship, by Senators being named for the House, and came in with their usual scramble. The Lord Chancellor read her Majesty's speech. At the conclusion of the reading the Queen dejected, and Gladstone rose and gave notice of a bill covering the objection next, Mr. Lowe gave notice of a bill providing for the reorganization of the army.

The House of Lords met again at five o'clock. The Marquis of Westminster moved an address to the Queen. The Earl of Derby seconded the motion. The Duke of Richmond hoped their Lordships would not take any decision in the address. Lords adjourned.

In the House of Commons the address was moved by Major Hamilton, member from South Lancashire, and seconded by Samuel Morely, member from Bradford. Mr. Disraeli made some remarks on the address, in the course of which he criticised the policy of the government in the Franco-Prussian war, and its position of neutrality and final pacification, which would exclude all germs of hostility. He lamented the interruption of the friendly relations which had existed between the two countries, which, I am convinced the, Government of the United States as well as the British people have at heart. I have the honor to be, with the highest consideration, your most obedient humble servant,

(Signed) EDWARD THORNTON.

To Hamilton Fish.

MR. FISH TO SIR EDWARD THORNTON.

DEPARTMENT OF STATE, WASHINGTON, January 30, 1871.

SIR—I have the honor to acknowledge the receipt of your note of January 26, in which you inform me of compliance with instructions from Earl Granville with Her Majesty's Government deem it of importance to the good relations which exist between the United States and Great Britain that a friendly and complete understanding should be come to between the two governments with respect to the extent of rights which belong to citizens of the United States and Her Majesty's subjects in connection with reference to the fisheries on the coast of Her Majesty's possessions in North America, and in regard to another questions between them which affect the relations toward those possessions, and further, as the consideration of these questions would involve investigations complicated in nature, and as it is desirable for the following are the conditions as reported: The cession of Alsace and sixty German square miles of Lorraine, which contain 1,597,000 inhabitants, with the capital Strasburg, is conceded will include Metz: the contribution is one and one half billion francs, to be paid in three years; Paris ransom francs for captured ships, and forty million francs for German workmen, clerks and small industrials expelled from Paris; the cession of Nice and 2 millions on limited time for the crippled and maimed Germans and others during the war.

Thiers Elected to the Assembly.

LONDON, February 9.—Thiers is elected to the Assembly by an overwhelming majority. His success is received in London with joy.

1,500,000 Francs Surrendered to the Swiss Government.

BERNE, February 9.—The military chest of the French army of the east, containing 1,500,000 francs, has been surrendered to the Swiss Government.

The Siege of Belfort.

VERSAILLES, February 9.—General Von Treskow reports that the forces under his command, now besieging Belfort, have carried some detached forts.

The English Government and the Alabama and Fishery Question.

Special to the World:]

LONDON, February 9.—The English members of the Joint Commission on the Alabama and fisheries questions are Sir Do Grey, Mr. Thornton, Sir John Macdonald and Sir John Rose.

Mr. Bernard, Professor of International Law at Oxford, and Lord Tenardon, Assistant Secretary, will assist the Commissioners.

The Pope Voted a Body Guard.

FLORENCE, February 8.—The Chambers have passed a bill assigning regal honors and a body guard to the Pope.

STATE LEGISLATURES

Arkansas.

MEMPHIS, February 9.—The *Avalanche's* Little Rock special says: The contested election case of Reilly vs. Brooks, in the Senate, has been decided in favor of Reilly by a vote of 20 to 6. Mr. Brooks spoke four hours, and was fierce on Clayton's administration.

Missouri.

ST. LOUIS, February 9.—The joint resolution providing for the calling of a convention to revise the State Constitution was passed to-day in the Senate by a vote of 21 to 43. Several Republicans voted aye. There was an unusual number of absentees.

NEWS SUMMARY

BY TELEGRAPH.

The Grand Lodge of the Ohio Knights of Pythias, at Cincinnati, closed its session yesterday afternoon, after the election of officers, as published this morning. The next meeting will be held at Mansfield on the second Wednesday in next February.

The American Bee Keepers' Convention met at Cincinnati yesterday morning with increased numbers and well sustained interest. The day was principally consumed in the discussion of questions pertaining to swarming.

The will of the late David Sears has been probated. His property, about $5,000,000, is left to his children and grand children.

A girl giving the name of Mary Rathbone, but supposed to be Gertrude Roth, threw herself into the canal at Cincinnati yesterday, and was drowned. She had recently left her home in this city for the hospital, and the discovery of her shame led her to commit suicide.

Baltimore Cattle Market.

BALTIMORE, February 9.—Cattle dull and lower, and quality only medium first, $6@6 50; second, $5@5 50; medium $4 75@5 00; inferior and ordinary $3 50@4 75; receipts 1,200 head; sheep dull and lower, $4@5 00 for fair supply; prices remain at about last week's quotations, $16 50@17 50; receipts 1,500 head; hogs dull and lower, fair demand; good and common unchanged; supply fully equal to the demand; receipts 2,500 head; $7 50@7 75 good to extra $8 00@8 50; extra $7 25; receipts 225 head.

EUROPE.

BY THE ATLANTIC CABLE.

The Reassembling of Parliament.

LONDON, February 9.—The Queen's presence in Parliament was the cause of a large attendance and display outside, and within the house the ladies crowded the galleries and many were unable to obtain admission.

The Duke of Argyle, who appeared early in the session, was the object of undisguised curiosity. He was followed by the Lord Chancellor and members of the foreign diplomatic corps, the latter personages next appeared. She was magnificently arrayed in Court dress. Her entrance created a attracted universal attention. The Queen arrived at two o'clock, with the Prince of Wales by her side. At the entrance of the royal family the House rose. As soon the Queen had taken her seat on the throne, the Lord Chancellor read her speech. She then left the House, and came in with their usual scramble. The Lord Chancellor read her Majesty's speech. At the conclusion of the reading the Queen dejected, and Gladstone rose and gave notice of a bill covering the objection next, Mr. Lowe gave notice of a bill providing for the reorganization of the army.

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(Signed) EDWARD THORNTON.

To Hamilton Fish, Secretary, &c.

MR. FISH TO SIR EDWARD THORNTON.

DEPARTMENT OF STATE, WASHINGTON, February 2, 1871.

SIR: I have the honor to acknowledge the receipt of the last, in which you inform me that you are instructed by Earl Granville to assure me that I may give Her Majesty's government great satisfaction if the claims, commonly known by the name of the Alabama claims, were submitted to the consideration of the same high commission which is charged with the consideration of the other matters now pending between the two countries, and proposed that the questions relating to the British possessions in North America should be discussed, provided that all other claims, both of British subjects and citizens of the United States, arising out of acts committed during the recent civil war in this country, be similarly referred to the same commission. The expressions made use of in the name of Her Majesty's government with regard to the Alabama claims convince me that the Government of the United States will consider it important that those causes of dispute between the two countries should also be finally settled, and I am sure you will enable me to convey to my Government the assurance of the President to the addition which is proposed to the duties of the commission, and which cannot fail to make it more certain that the result will be the removal of all differences between the two countries. I have the honor, with the highest consideration, to be your obedient, humble servant,

(Signed) EDWARD THORNTON.

To Hon. Hamilton Fish, Secretary, &c.

MR. FISH TO SIR EDWARD THORNTON.

DEPARTMENT OF STATE, WASHINGTON, February 2, 1871.

SIR: I have the honor to acknowledge the receipt of your note of the 1st inst., in which you inform me that you are instructed by Earl Granville to assure me that I may give Her Majesty's government great satisfaction if the claims, commonly known by the name of the Alabama claims, were submitted to the consideration of the same high commission which is charged with the consideration of the other matters now pending between the two countries, and proposed that the questions relating to the British possessions in North America should be discussed, provided that all other claims, both of British subjects and citizens of the United States, arising out of acts committed during the recent civil war in this country, be similarly referred to the same commission. The expressions made use of in the name of Her Majesty's government with regard to the Alabama claims convince me that the Government of the United States will consider it important that those causes of dispute between the two countries should also be finally settled, and I am sure you will enable me to convey to my Government the assurance of the President to the addition which is proposed to the duties of the commission, and which cannot fail to make it more certain that the result will be the removal of all differences between the two countries. I have the honor, with the highest consideration, to be your obedient, humble servant,

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